

FOR EUROPE & AMERICA  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPOSTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT  
Subscription, paid in advance,  
\$12 per annum. Postage to any  
part of the World \$2.

# Hongkong Daily Press.

ESTABLISHED 1857

SHORTLY READY  
THE  
DIRECTOR & CHRONICLE  
FOR 1909.  
Complete Edition ... \$10.00  
Small ... 6.00  
Orders may be sent to the  
Hongkong Daily Press Office and  
to the Local Booksellers.

No. 15,851. 號一十五百八千五萬一第 日九十月元年元統宣 HONGKONG, TUESDAY, FEBRUARY 9TH, 1909. 二拜禮 號九月二年九零百九千一英港香 PRICE, \$3 PER MONTH.

## THERMOS FLASKS

LARGE AND SMALL SIZES.  
HOT or COLD beverages maintained at  
original temperature for 24 hours.

INVALUABLE TO SPORTSMEN.  
**A. S. WATSON & CO.,**  
LIMITED,  
ALEXANDRA BUILDINGS.  
[a30]

## NEW PIANOS

ON HIRE

AT \$10 PER MONTH.

TUNING AND  
REGULAR  
ATTENTION  
INCLUSIVE.

**S. MOUTRIE & CO.,**  
LIMITED.

CHATER ROAD.

Hongkong, 1st October, 1908. [a40-1]

## GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.  
In Casks 375 lbs. net \$5.50 per cask ex Factory  
In Bags 250 lbs. net \$3.45 per bag ex Factory  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 29th April, 1908. [a1647]

## THE GRAND HOTEL.

DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.  
Situated in close proximity to the Harbour  
and Railway Station.

BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

46] **F. DOMBALLE**  
**M. MAILLE** Proprietaires.

## PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.  
7.00 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 15 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 2 hours.  
SATURDAYS.  
Extra Cars at 11.30 p.m. and 11.45 p.m.  
SUNDAYS.  
8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.45 a.m. to 12.00 Noon. Every 15 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to  
11.15 p.m., every half hour.  
SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Voeux Road Central.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong 9th May, 1907. [1374]

## TAILORING DEPARTMENT.

SPECIAL OFFER FOR ONE MONTH OF OUR SUPERB STOCK  
OF SUITINGS AT THE FOLLOWING EXCEPTIONAL PRICES  
FOR CASH.

SCOTCH AND CHEVIOT TWEED SUITS  
ANGOLAS, CASHMERE AND LLAMAS  
AT \$35, \$38, \$40 & \$45.

BLUE AND BLACK SERGES, VICUNAS, &c.  
AT \$35, \$38 & \$40.

CASHMERE TROUSERS - - - \$12 \$14 \$16  
FANCY VESTS - - - \$7.50 \$8.50 \$10  
OVERCOATS - - - \$35 \$40  
DRESS SUITS SILK LINED - - \$75 \$85  
DRESS DINNER SUITS SILK LINED - \$70 \$80

NOTE:—All above Materials are quite NEW, and of the very best quality and Latest Patterns.

**LANE, CRAWFORD & CO.**

Hongkong, 11th January, 1909 [a33]

司公木興昌商英

THE PACIFIC COAST LUMBER MILLS, LTD.  
VANCOUVER, BRITISH COLUMBIA, CANADA.

MANUFACTURERS OF

**DOUGLAS FIR (OREGON PINE)**  
**TIMBERS**

DOCK-YARDS: DECKING, SHEATHING, TIMBERS, SPARS, &c.  
RAILWAYS: SLEEPERS, TIMBERS, PILES AND CAIL-STOCK.

Shipments made direct from our Saws to the Consumer in South China.  
THOS. W. KYDD, Oriental Representative,  
Telephone 373. Office No. 30, Prince's Buildings, Opposite King Edward Hotel.  
Hongkong, 14th November, 1908. [a1565]

## WATKINS

RED CROSS WHISKY  
IS THE BEST.

THE SECRET OF ITS POPULARITY IS INSIDE  
EVERY BOTTLE.

PRICE \$14 PER DOZEN.

**WATKINS LIMITED.**

CHEMISTS AND DRUGGISTS.

31, Queen's Road Central.

Hongkong, 22nd January, 1909. [a39]

## CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY ★★★★★ - - -	\$22.50
"★★★★ - - -	20.00
"★★★ - - -	17.00
WHISKY, PAUL MALL - - -	20.00
"JOHN WALKER & SONS' - - -	
"OLD HIGHLAND - - -	12.50
"C. P. & CO'S SPECIAL - - -	
"BLEND - - -	10.50
PORT WINE, INVALIDS - - -	20.00
"DOURO - - -	13.50
SHERREY, FINO SUPERIOR - - -	14.75
"LA TORRE - - -	16.00
"OLD EAST INDIA - - -	18.50
"AMOROSO - - -	20.00
"ROYAL AMONTILLADO - - -	23.00
"CURIO SOLERA - - -	26.50
BENEDICTINE, D.O.M. - - -	QTS. 40.00 Pts. 42.00

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

**SIEMSEN & CO.,**

HONGKONG AGENTS.

[a51]



## "POLO" BRAND SCOTCH WHISKY.

(HOME BOTTLED)

\$15.00 PER DOZEN.

SOLE AGENTS—

**CALDBECK, MACGREGOR & CO.,**

WINE & SPIRIT MERCHANTS.

15, Queen's Road Central. [a35]

Hongkong, 29th January, 1909.

THEATRE ROYAL

CITY HALL.

BY SPECIAL REQUEST.

**THE HONGKONG AMATEUR  
DRAMATIC CLUB**

WILL PRESENT

**"A COUNTRY GIRL."**

ON FRIDAY AND SATURDAY,

19TH AND 20TH FEBRUARY, 1909.

PRICES AS USUAL.

Booking at the ROBINSON PIANO COMPANY, Opens at 10 o'clock A.M.  
on FRIDAY, 12th February.

Hongkong, 3rd February, 1909. [273]

TRADE

The GOLD MEDAL for Quality in the  
Franco-British Exhibition has been awarded to



**"WHITE HORSE"  
WHISKY.**

TO HIS MAJESTY  
THE KING  
By Royal  
Appointment.

**LANE, CRAWFORD & CO.**

SOLE AGENTS.

MACKIE & CO. DISTILLERS LTD.  
LAGAVULIN DISTILLERY, ISLAY.  
MALT-MILL  
CRAIGELLACHIE, " GLENLIVET

Estab. 1742

Quality  
the Secret of  
Success.

\$15 PER DOZ.

NOTE.—Any persons proved guilty of re-filling our empty bottles with inferior Whisky  
will be refused supplies. [a34]

## C. LAZARUS & CO.,

60 & 61, BENTINCK STREET,

CALCUTTA.

## BILLIARD TABLES

Manufactured in CALCUTTA of TIMBER which has been

THOROUGHLY SEASONED.

CATALOGUE AND PARTICULARS ON APPLICATION.

## C. LAZARUS & CO., CALCUTTA.

385-1

## INSURANCES

**NORTH BRITISH AND MERCANTILE  
INSURANCE COMPANY.**

TOTAL FUNDS AT 31st DECEMBER, 1907  
£18,114,624.

Authorized Capital ... 23,000,000  
Subscribed Capital ... 2,750,000  
Paid-up Capital ... 687,500 0 0  
II. Fire Funds ... 3,065,374 15 7

The Undersigned, AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.  
**SHEWAN, TOMES & CO.,**  
Agents.  
Hongkong, 21st July, 1908. [1019]

**THE GLOBUS INSURANCE COMPANY  
OF HAMBURG.**

THE Undersigned having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

**CARLOWITZ & Co.**

Hongkong, 13th August 1906. [28]

## ALEXANDRA CINEMATOGRAPH

No. 2, ZETLAND STREET—CORNER OF  
HOUSAIN-ALI'S.—NEAR CLOCK TOWER.

TO-NIGHT AND EVERY EVENING.

SELECT PROGRAMME.

ENTIRE CHANGE OF FILMS  
EVERY MONDAY & THURSDAY.

These FILMS have NEVER been seen in  
ANY Cinematograph in Hongkong.

Hours 9 to 11 P.M.  
Admission \$1.20, 80 cts. and 50 cts.

Hongkong, 22nd January, 1909. [224]

COLD STORAGE

THE Hongkong Ice Company, Ltd.,  
have now 40,000 Cubic Feet of Cold  
Storage available at EAST POINT. Stores will  
be Open at 10 A.M. and 4 P.M. daily, Sunday  
excepted, to receive and deliver perishable goods.  
**G. K. HAXTON, Manager.**  
Hongkong 1st April, 1908. [49]

## HOTELS

### HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.  
String Band Plays during Dinner.  
Well Furnished Reception Rooms.  
Private Bar and Billiard Room for Hotel  
Residents.  
Electric Lifts to each Floor.  
Electric Lighting and Fans.  
Telephones on every Floor.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Check Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS.  
[a42] **A. F. DAVIES, Manager.**

### KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 24th July, 1905. [a233]

### "KINGSCLERE,"

PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND  
MACDONNELL ROAD.

Telephone No. 134. "SACHSOLA."  
Telegraphic Address: A.B.C. Code, 5th Ed.  
ELECTRIC LIGHT, Hot and Cold Water  
throughout. Billiards, Tennis, Croquet,  
putting green and fine stabling for horses.  
[a45] Proprietress, Mrs. G. SACHSE.

### "BRAESIDE,"

PRIVATE HOTEL.

STANDING in its own grounds with Tennis  
and Croquet Lawns, Large Airy and  
Well Furnished Rooms, every home comfort.  
Fine View of the Harbour.  
Telephone, No. 690.

Apply to—Mrs. F. W. WATTS.  
"Braeside," 20, Macdonnell Road.  
Hongkong, 4th December, 1907. [a44]

### ORIENTAL HOTEL

TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHAEY, Proprietress.  
A thoroughly First-Class and Up-to-Date Hotel.

Large and Airy Rooms, affording every comfort  
to Residents and Tourists.

Table D'Hôte at Separate Tables.  
MODERATE RATES.

Telegraphic address: "Comfort," Hongkong.  
For Particulars, apply to  
M. MATTHAEY,  
Proprietress.

Hongkong, 5th October, 1908. [a43]

### "BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH  
CHINA).  
MACAO.

THE Hotel is under European manage-  
ment and most strict supervision as to  
food, cleanliness and hygiene of the place.  
All comforts of a home.

A most pleasant retreat for those desirous of  
a few days rest and quiet.

Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.

Macao is 40 miles south-west of Hongkong.  
Two steamers (ss. Sai Nin and Sai Tin) daily to  
and from Hongkong, and two steamers to and  
from Canton, give easy communication with  
both these centres.

Cable Address—"BOA VISTA."  
For Terms, apply to  
[a196] THE MANAGER.

### VICTORIA HOTEL

SHAMEN—CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMEN."  
SITUATED ON THE BRITISH CONCESSION.

### MACAO HOTEL.

MACAO.

MANAGER—MR. H. N. BEAUREPAIRE.

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTRE OF PRATA GRAND'S  
Both Hotels electrically lighted, and under  
experienced European supervision.

GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given  
to Tourists.

REASONABLE RATES.

**WM. FARMER,**  
Proprietor.

[a1625]

### HOTEL RIPOSO, BEXHILL-ON-SEA.

The attention of intending visitors to  
England is respectfully directed to the above  
private Hotel, widely renowned for comfort,  
and its excellent English catering and cooking.  
It adjoins good Golf Links and overlooks Sea  
on South and West. Climate sunny and  
bracing. Terms from 8/- per day inclusive.  
Resident Proprietress Mrs. Gibson. [266]



## INTIMATION

A. S. WATSON & CO.,  
LIMITED.



ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

## SHERRY:

	Per Case.
A LIGHT DRY ... ..	\$12.00
B VINO DE PASTO ... ..	13.00
CC OROSO ... ..	17.50
D SUPERIOR PALE DRY ... ..	19.50
E FINEST PALE DRY, NUTTY	25.00

## PORT:

	Per Case.
B  RED SEAL CAPSULE ...	\$15.00
C SUPERIOR LIGHT INVALID, GREEN SEAL CAPSULE ...	18.00
D  VOLLET SEAL CAPSULE ...	25.00
E VERY FINE OLD TAWNY, WHITE SEAL CAPSULE ...	34.00

NOTE.—Port, after removal, should be rested  
for a Month before use.Wine required for IMMEDIATE use should  
be ordered to be decanted before being sent out.  
These Wines are specially recommended, being  
of superior vintage, old, and thoroughly matured  
and in fine condition.SINGLE BOTTLES  
AT PROPORTIONATE PRICES.A. S. WATSON & CO.,  
LIMITED,ALEXANDRA BUILDINGS AND  
KOWLOON DISPENSARY.

Hongkong, 6th February, 1909. [29]

NOTICE TO CORRESPONDENTS.  
Only communications relating to the news  
column should be addressed to THE EDITOR.  
Correspondents must forward their names and  
addresses with communications addressed to the  
Editor, not for publication but as evidence of  
good faith.All letters for publication should be written on  
one side of paper only.  
No anonymously signed communications that  
have already appeared in other papers will be  
inserted.Orders for extra copies of DAILY PRESS  
should be sent before 11 a.m. on day of  
publication. After that hour the supply is  
limited. Only supply for Cash.Telegraphic Address: PRESS.  
Cables: A.B.C. 5th Ed. Lieber.  
P. O. Box, 34. Telephone No. 12.DEATH.  
On Friday 5th February, SAMUEL WEINBERG,  
late of the Standard Oil Company. Aged 37 years.  
Shanghai papers please copy. [301]HONGKONG OFFICE: 10A, DES VOGES ROAD C  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, FEBRUARY 9TH, 1909.

BISHOP BRENT, on being elected Chairman  
of the International Opium Commission at  
Shanghai, delivered a speech in which he  
remarked that all great problems go through  
two distinct stages. There is first the emo-  
tional stage, "based largely upon sentiment  
and ideals that are conceived in the inner  
self, sometimes more independent of facts  
than is warranted." The emotional stage  
finds expression in agitation, and, as the  
Chairman remarked, "we have had agita-  
tion," in regard to the opium problem. In  
his opinion we are "at least midway in the  
second or scientific stage, when men deal  
with ascertained facts and reach certain  
conclusions of a practical character that will  
enable those on whom the responsibility  
rests to arrive at some final conclusion."It is very satisfactory to note that up to the  
6th instant there has not been a single case  
of plague this year in the Colony. The return  
of other communicable diseases shows two fatal  
cases of enteric fever, both Chinese.  
On Sunday the dead body of a coolie was  
found lying on the roadside at Shaui-kiwan. On  
top of the coolie a heavy load of timber was  
found. It is surmised that deceased, while  
carrying this load stumbled and fell, and a piece  
of wood striking him on the head, killed him  
instantly.The return of visitors to the City Hall Library  
and Museum for the week ending the 7th  
February, 1909, shows that of non-Chinese  
there were 421 to the Library and 109 to the  
Museum and of Chinese 175 to the former and  
5,939 to the latter. The Library was, therefore  
used by 596 persons and the Museum by 6,099.  
Harnston's Circus will be with us for only  
five nights more. The tent at Causeway Bay  
was again well filled last night, and the  
audience testified their approval of the good  
turns provided in the usual way. To-night's  
programme will include an amusing riding  
competition, for which numerous entrants have  
been booked, and to-morrow afternoon there will  
be a matinee.

poppy that "it would seem that this culti-  
vation may be entirely stopped within the  
next couple of years." Now on October  
4th last an Imperial Receipt was issued  
with regard to a memorial presented to the  
Throne by the Ministry of Finance, giving  
the returns of foreign imports of opium  
and of the native production, together with  
the sales thereof. These returns showed  
that the native production in 1905 was  
142,688 piculs, in 1906 it was 148,100; and  
in 1907 119,948. The sales in 1905 are  
shown as having amounted to within 1000  
piculs of the production; in 1907 they fell  
short of the production by nearly 18,000  
piculs, and in 1907, the sales were over  
22,000 piculs short of the production.  
These are interesting figures, but are they  
more reliable than Chinese statistics usually  
are? And what justification is there for  
believing that the suppression of the traffic  
will proceed at the same rate? In this same  
memorial it is shown that there was a pro-  
gressive increase in sales of foreign opium  
in those three years. In 1905 they are  
returned as 51,920 piculs; in 1906,  
54,117 piculs; and in 1907, 54,580. Accord-  
ing to these returns the native-grown opium  
is shown to be only about twice as much  
as the foreign opium imported into China.  
In the letter published in yesterday's  
Daily Press over the signatures of the  
Opium Merchants of Hongkong it was said  
that the production in China of native opium  
is from eight to ten times as large as the  
total import of the foreign drug. Which  
statement is correct? One of the first  
duties of the Commission will be to ascertain  
the relative amounts of foreign and native  
opium consumed in the Empire, and in view  
of the notorious unreliability of Chinese  
statistics we fear that this initial difficulty  
will prove a very great one indeed. The  
Chairman rightly insisted that in all the  
deliberations of the Commission and in all  
the Committee work they must bear in  
mind that they were to confine themselves  
to facts that would enable them, he  
trusted, to reach unanimous resolutions,  
and, perhaps, recommendations of a  
practical, broad and wise character in con-  
nexion with these resolutions. Bishop BRENT  
threw out the suggestion that it would be  
extremely wise if the assembly were to rule  
out of their deliberations "what might be  
termed useless historical questions beneath  
which a great deal of controversy lies hidden  
and which would only tend to fog the issue."  
That sounds excellent enough, but we  
question the wisdom of disregarding a history  
which sheds so much light on the problem  
which the Commissioners have  
assembled to discuss. It is hardly possible  
indeed to disregard it, but we can be quite  
sure that, whatever historical knowledge of  
the question the Commissioners possess  
will be applied to the clearing of the  
issue and not to the fogging of it. The  
deliberations of the Commission are to  
be conducted in camera, but a Pub-  
lication Committee will be responsible  
for the issue of summaries of the proceed-  
ings. Doubtless the appointment of the  
Commission has strengthened the purpose  
of the Chinese Government, but a sym-  
posium of reports from a large number of  
districts in China which the N. C. Daily  
News has recently published gave the  
impression that TUAN FANG, the Chinese  
Commissioner, was most unduly optimistic  
when he predicted the suppression of the  
cultivation of the poppy in China "in the  
course of a couple of years."

The English Mail of the 9th January was  
delivered in London on the 6th inst.  
There is an interesting short story in the  
Queen by Miss Violet Blair, daughter of Dr.  
Koch, of Hongkong. It is entitled "When  
Half-Gods go."  
It is very satisfactory to note that up to the  
6th instant there has not been a single case  
of plague this year in the Colony. The return  
of other communicable diseases shows two fatal  
cases of enteric fever, both Chinese.  
On Sunday the dead body of a coolie was  
found lying on the roadside at Shaui-kiwan. On  
top of the coolie a heavy load of timber was  
found. It is surmised that deceased, while  
carrying this load stumbled and fell, and a piece  
of wood striking him on the head, killed him  
instantly.

The return of visitors to the City Hall Library  
and Museum for the week ending the 7th  
February, 1909, shows that of non-Chinese  
there were 421 to the Library and 109 to the  
Museum and of Chinese 175 to the former and  
5,939 to the latter. The Library was, therefore  
used by 596 persons and the Museum by 6,099.  
Harnston's Circus will be with us for only  
five nights more. The tent at Causeway Bay  
was again well filled last night, and the  
audience testified their approval of the good  
turns provided in the usual way. To-night's  
programme will include an amusing riding  
competition, for which numerous entrants have  
been booked, and to-morrow afternoon there will  
be a matinee.

A Chinese merchant residing at Yau-mat,  
who assisted a linkong in the arrest of a bad  
character, was commended for his action by Mr.  
J. R. Wood at the Magistracy yesterday.

We are officially informed that it is pro-  
posed to demolish the Clock Tower as soon as the  
new Clock Tower on the Post Office building  
is completed.

A meeting of exporters was held at Hankow  
on the 2nd instant, to protest against the  
arbitrary action of the River steamers in raising  
the price of freight by Tls. 1.20 per ton, thus  
entailing enormous losses on the trade.

Sochow is now provided with electric light  
works. Machinery capable of lighting about 6,000  
lamps has been installed and some 3,000 lamps  
are already in use and in a short time the railway  
station will be lighted by electricity.

Kowloon residents will be glad to learn that  
the Sanitary Board have taken action which  
should put an end to many complaints which  
have come from that side of the harbour lately.  
We learn that the scavenging contractor has  
been penalised to the extent of \$150 for a  
breach of the terms of his contract.

A Naval and Military festival service is to be  
held at St. John's Cathedral, Hongkong, to-night  
at 9 p.m. when a sermon will be preached by the  
Right Rev. Lord Bishop of Victoria. By kind  
permission of Lt.-Col. Beard, D.S.O., and the  
Officers, the Band of The Buffs will play in addition  
to the Cathedral Organ. A collection will be  
made on behalf of The Soldiers and Sailors'  
Families' Association.

"In memory of John Shaw Burdon, Bishop  
of Victoria, Hongkong, 1846-1897" is the  
inscription on a solid silver Alms Dish which  
has been presented to St. John's Cathedral by  
Bishop Burdon's sons, Major J. A. Burdon,  
C.M.G., of Northern Nigeria, and Mr. E. R.  
Burdon, M.A., of Cambridge. The inscription  
is engraved round the rim of the Alms Dish,  
while the central design is copied from the late  
Bishop's seal.

The impudence of some Chinese thieves who  
broke into the house of Mr. Gomez in Caine  
Road and stole a quantity of cooking utensils  
proved to be their undoing. After getting  
away with their booty the defendants sent a go-  
between to Mr. Gomez's cook and offered to let  
him redeem the stolen property for a small pay-  
ment. This information was imparted to the  
police, a trap was set, and the men were arrested  
at the spot where the stolen property was to be  
returned. Mr. Wood sentenced each of the  
defendants to six weeks' imprisonment.

## DISOBEYING BANISHMENT ORDERS.

Four natives were charged at the Police  
Court yesterday with disobeying orders of  
banishment. Two of the men who appeared  
before Mr. J. H. Kemp were sentenced to six  
months' imprisonment. The third man to  
appear before the same Magistrate was also  
charged with a burglary. He was arrested  
after having broken into a house at Hung-hoi,  
and subsequently it was found that he was an  
old offender. On January 21st, 1907, he was  
arrested for being a rogue and vagabond &  
sentenced to 14 days' imprisonment and  
banished on February 3rd. On the 2nd  
May of the same year he was again  
before the Court, and sentenced to twelve  
months' hard labour for disobeying the banish-  
ment order. On the 1st May of the following  
year he was again banished, but turned up again  
on the 18th of the same month, and went to jail  
for another six months, after which he was exiled  
from the Colony again. Yesterday, however, he  
was found again, and on the charges, being  
proved, his Worship sent him to jail for six  
months on the robbery count, and added  
another twelve months to his sentence for dis-  
obeying banishment.

The fourth man, who was charged before Mr.  
J. R. Wood, was much more fortunate; a  
sentence of only six weeks being passed upon him.

## DANCE AT THE KING EDWARD HOTEL.

Last night Admiral of the Fleet Sir James  
Erskine and Lady Erskine, entertained a  
number of their friends at the King Edward  
Hotel where a very enjoyable dance was held.  
For this purpose the small dining room was  
transformed, and made an admirable dancing  
room. Handsome floral designs and flags draped  
the walls, the general effect presenting a very  
pretty appearance under electric light. The  
dining room was used as a supper room, while on  
the floor above, one of the front drawing rooms  
was converted into a card room to accommo-  
date those who found more pleasure in a game  
of cards than in the dancing hall. Screens of  
matting, draped with flags, surrounded the  
balcony of the first floor, where the dancers sat.  
Machado's string band provided excellent  
music, and dancing was continued with zest  
until an early hour. The artistic decorations  
were arranged by Mr. Gas, manager of the  
hotel, and Signal Boatman Cubitt and the  
Signal Staff of R.M.S. Bedford, and those who  
were present will readily admit that they did their  
work well. The supper was supplied by the  
King Edward Hotel.

Among the invited guests were Vice  
Admiral Sir Hedworth, K.C.B., Major  
General Broadwood, Commodore, Mrs. and  
Miss Lyon, Colonel Darling, Sir Francis  
and Lady Figgitt, the Hon. Mr. F. H.  
and Mrs. May, Sir Henry Berkeley, the  
Hon. Mr. W. Ross Davies, Captains Erskine,  
Smith, Nugent and Clinton Baker, Colonel and  
Mrs. Bayard, Colonel and Mrs. Chamier, Capt.  
Baron von Mayern-Hohenberg, the Hon. Mr.  
and Mrs. W. J. Gresson and Mr. and Mrs.  
J. R. M. Smith.

## TELEGRAMS.

[Protected by the Telegraphic Messages  
Copyright Ordinance, 1893.]

[REUTERS'S SERVICE TO THE "HONGKONG  
DAILY PRESS."]

LAUNCH OF AN AMERICAN  
"DREADNOUGHT"

LONDON, February 7th.  
The American battleship "Dele-  
ware," of the Dreadnought type, has  
been launched at Newport News. She  
will be armed with ten 12-inch guns.

A GERMAN CHANCELLOR  
MURDERED IN CHILE.

LONDON, February 7th.  
The Chancellery of the German  
Legation at Santiago, Chile, has been  
destroyed by fire, and the body of the  
Chancellor has been found among the  
ruins. He appears to have been  
murdered, as his skull was split.  
The Minister and Secretary had  
recently received threatening letters.

THE BRITISH CABINET AND  
THE NAVAL PROGRAMME.

LONDON, February 8th.  
The "Daily Chronicle" under-  
stands that the differences among the  
members of the Cabinet with regard  
to the Naval programme have been  
adjusted.

The Admiralty established the case  
for its construction programme, but  
acknowledged that undue speed in  
proceeding with the building of the  
new Dreadnoughts is unnecessary.

Consequently the net increase in  
the Naval Estimates will not exceed  
£2,500,000.

The newspapers generally anticipate  
the laying down of six Dreadnoughts.

[FROM THE "CHUNG NGOI SAN PO"]

A POLICE STATION WRECKED  
AT WOOSUNG.

SHANGHAI, February 8th.  
A number of gunners from the  
Woosung fort quarrelled with a police-  
man at a theatre, and subsequently  
wrecked the station and set the pris-  
oners free.  
The shopkeepers of the district are  
so incensed at the conduct of the  
gunners that they have closed their  
shops as a protest.

## CHINA'S SLAVES.

PEKING, February 8th.  
A censor has memorialised the  
Throne to stop the practice of pur-  
chasing girl slaves.

CHINA'S FINANCIAL  
ADMINISTRATION.

PEKING, February 8th.  
The Ministry of Finance has re-  
solved to establish Financial Depart-  
ments in the various provinces of the  
Empire under the direct control of the  
Ministry at Peking.

CHAN PIK'S DISMISSAL RE-  
COMMENDED.

PEKING, February 8th.  
After investigating the charges  
alleged against Chan Pik, President  
of the Board of Communications, the  
Board of Punishment has recom-  
mended his dismissal.

NORTH BRITISH AND MERCANTILE  
FIRE INSURANCE CO.

A hundred years ago, or to be exact, on the  
11th November, 1809, the "North British"  
commenced business, and later became associated  
with the "Mercantile Fire Office." In the time  
that has elapsed, the Company has maintained  
its position among the pioneers in Insurance  
affairs, and built up a position and reputation  
throughout the world in no respect overshadowed  
by any competitor. Having stood the test of a  
century, it is not out of place to direct attention  
to the development in the Company's business  
which has been accomplished, and the security  
afforded to those seeking protection, as indicated  
in the following figures:—  
The subscribed capital of the  
Company is £2,375,000.  
The accumulated funds amount  
to £18,500,000.  
The annual income exceeds  
£4,000,000.  
The total claims paid by the  
Company exceed £58,000,000.  
The Hongkong agents are Messrs. Shewan,  
Tomes & Co.

## THE MANILA CARNIVAL.

[FROM OUR SPECIAL CORRESPONDENT.]

February 4th.

As one of the local newspapers expresses it  
"Manila has capitulated to fun and frolic."  
Business is not taken at all seriously these days  
and, with or without the holidays being declared,  
the time is given up to merry making and to  
enjoying the spectacular effects provided by the  
processions and by the many costumed figures  
on the street. Were it not Carnival time one  
would experience a shock on seeing a man  
attired in blazing green and red uniform and  
wearing a green helmet stalking along the busy  
Escolta or in meeting a grotesque figure of  
great height and considerable lack of beauty.  
But in business and in play the American seems  
to be thorough, and when the Filipinos are also  
joining in the play with all the joyousness of  
their light-hearted sunny dispositions it follows  
that there is little diversity in the realm of  
amusement over which King Carnival holds  
sway. How general is this sentiment will be  
understood when I mention that on the opening  
night as many as 25,000 paid for admission, but  
to this number has to be added another 10,000  
at least. These figures in themselves will indi-  
cate the immense popularity of this Carnival.

The visiting journalists and others from  
Hongkong are being well looked after. In  
inviting them to become their guests for the  
event the Carnival Association had in view not  
merely giving greater publicity to the Carnival  
itself, but contemplated bringing about a better  
understanding between the cities of Hongkong  
and Manila. That this result is likely to be  
achieved there can be little doubt. A closer  
connection will demonstrate that the cities  
have something to gain from each other, and  
if no higher motives inspire their citizens  
that alone ought to bring about the more in-  
timate relations which are desirable. Hongkong  
is a great financial centre to which those in the  
Islands look in some degree for assistance in  
developing the natural resources of the Philip-  
pines and reciprocally Hongkong capitalists will  
find much here to engage their consideration  
and attention.

Now a word about the Carnival itself. Yes-  
terday the event of the day was the procession  
of floats. These represented various countries  
and many of them were undoubtedly works of art.  
While there was freedom for originality in  
design and execution they all adhered to the  
characteristic feature which distinguishes one  
country from another and the emblems in-  
troduced are exceedingly well worked out. The  
float representing Spain was one of the prettiest  
in an imposing pageant, and special  
mention should also be made of Egypt, Tibet  
and Japan. Dense crowds lined the route of  
the procession and the popularity of the  
institution was clearly demonstrated. The  
Sports attracted another large crowd to the  
Hippodrome at night.

Speaking of Sport reminds me that up till  
now Hongkong has been rather unfortunate.  
In the Tennis singles the representatives  
from the colony have been extinguished before  
the semi-final was reached. Captain Beale,  
who had to beat one of his fellow travellers to  
get into the second round, was vanquished by  
the American Johnson in the next round by  
6-4, 6-1, and Captain Brierley, who had also  
to overcome another Hongkong player in the first  
round, met the same fate in the next round at  
the hands of Mr. R. MacPherson, of the  
Chartered Bank, formerly of Hongkong, while  
Mr. Norris, the former Hongkong champion,  
defeated Mr. MacPherson in the third. In the  
doubles Hongkong has had the same ill fortune  
in the draw, Captain Brierley and Lieut. Byrne  
having to meet Captain Baird and Commander  
Campbell in the first round. The former  
couple won—7-5, 6-1. The only consolation so  
far is that Norris is fancied for the winner of  
the tournament. In Polo Hongkong has had no  
better luck. The first match yesterday resulted  
in the victory of the American team by six goals  
to one. In a measure this result was not un-  
expected. The visitors found the ponies higher  
and swifter than those to which they have been  
accustomed, but still they put up a good game.  
Play was very even and it was not till near the  
end of the sixth or seventh chukka that the home  
team obtained the decided lead with which they  
finished. The teams were:

The English team: 1. Commander Campbell  
R.N., 2. Lieutenant Crookenden, 3. Major  
Findlay, 4. Lieutenant Green.  
The American team: 1. Captain Babcock 1st  
Cavalry, 2. Lieutenant Adair, 10th Cavalry, 3.  
Lieutenant Koch, 4. Lieutenant Wainwright,  
1st Cavalry.

In Athletics Hongkong too did not secure  
a win. Lt. Col. Andrews, of the Buffs, ran in  
the quarter mile race last night. His only  
real opponent was a coloured soldier who  
rejoiced in the name of George Washington.  
He has just secured the championship of the  
Philippines. The runners got away well  
and Andrews took the lead but he was  
displaced in the first lap by the coon.  
The latter was not allowed to hold this  
advantage and Andrews again came to the  
front. The excitement became intense as  
the British soldier, running beautifully, increased  
his lead and looked like winning, but the fine  
stride of the negro brought him alongside and  
enabled him to break the tape first about two  
feet ahead of his rival. It was a fine race, and  
the coloured man deserved his win. Andrews  
runs again to-night in the half mile race and  
it is hoped he will manage to pull off a win.

The Cricket Match did not take place yester-  
day as arranged but will be played on Sunday,  
when the Hongkong players will also engage in  
a series of double players of the Manila Club and  
the Athletic Association. [The results were given  
by telegram in our yesterday's issue.—Ed.]  
I have already mentioned the open handed  
hospitality which is being extended to the  
visiting journalists. Not only have all the  
newspaper offices been placed at our disposal but  
we have received all the courtesies possible. We

have received the open sesame to all the clubs.  
All the factories, institutions, are ready to receive  
us; and wherever we go, there is the same  
cordial welcome. Yesterday by appointment we  
met His Excellency Governor-General Smith  
who received us very cordially and expressed  
the pleasure he felt at seeing so many journalists  
from Hongkong and hoped that we would  
return with good impressions of Manila. Not  
only that but he was desirous that we should  
see something of the Islands and arranged for  
our making a visit to Baguio, the Simla of the  
Philippines. In addition he offered us accom-  
modation at the Malacanang, the Governor's  
Palace. Consequently we left his presence  
with very happy recollections of a genial old  
gentleman, a man who blends dignity with  
typical American breeziness of manner.

## THE TYPHOON OF 1908.

REWARDS FOR BRAVERY.

A very pleasing and interesting ceremony  
took place at the Taisan Station of the Kowloon  
Customs, yesterday, at which thirteen of the  
Native gismen were the happy recipients of  
well-merited honours for life saving and bravery  
displayed during the Typhoon of 27th July last,  
off Taisan Station in the Canton River,  
where upwards of 60 junks either sank or were  
dashed to pieces on the rocks.

At break of day and during the height of the  
storm, the men mentioned below, in response to  
a call from the foreign officers, volunteered for  
the noble work and put off in the gigs, and so  
successful were their efforts that in combina-  
tion with those of the men on shore they were  
instrumental in saving over 150 lives. The  
first mentioned man displayed exceptional  
gallantry by jumping overboard from a gig  
with a line and making it fast to a vessel's mast  
which the gig was unable to reach, and by so  
doing was the means of saving the crews of  
several junks in the vicinity.

The report of this valuable rescue work was  
duly brought to the notice of the Commissioner  
of Customs, and subsequently submitted to the  
Canton Viceroy who expressed himself as being  
much gratified by the success of these efforts  
and had much pleasure in bestowing Certificates  
of Merit conferring Official Buttons on the  
following men:—  
Li Chiang-lui—sixth class Button and Merit  
Certificate. Hu Jung Hu Choo, Chang Ken,  
Yeh Lien, Yin Ping, Yeh Yuh, Teng Fu, Li  
Yu, Huang Mau, Hu K'o, Chung Yun and  
Huang Ts—eighth class Button and Merit  
Certificate.

The Commissioner of Customs, Mr. A. H.  
HARRIS, in the presence of the assembled staff  
made the presentation. He said—"It is with  
much pleasure that I find myself here this  
morning to show the appreciation of H. E. The  
Viceroy of the good work performed by the  
men of this Station during the Typhoon of  
July 1908. At that time—the night of July  
27-28—there were anchored in the Bay and  
neighbourhood several scores of junks and the  
loss of life and property among them was very  
severe. It is for rescue work among these craft  
that I am now called upon to bestow these  
Merit Certificates carrying with them Official  
Buttons on 13 members of the gismen  
staff. Under the guidance of Mr. Adamsen,  
the Officer in charge of the station, and inspired  
by the example and co-operation of the foreign  
staff, many trips—in fact nine in all—were  
made to junks in distress and some 60 lives were  
saved. In risking your lives to save those of  
men in distress you all proved yourselves worthy  
followers of one of the finest of callings and you  
gismen have shown that the spirit that animates  
your Western brothers is alive in yourselves. It  
is the first duty of a sailor to succour those in  
need at sea and your act on that night compares  
favourably with those of any other set of men.  
You, Li Chiang-lui, in swimming off with a  
line to a wreck and thereby enabling some  
twelve men to get saved, are specially to be com-  
mended, and the Viceroy has conferred on you  
a Merit Certificate with Button of the 6th Class.  
On the others His Excellency has conferred  
Certificates with Button of the 8th Class. In  
addition, third class seaman Li is now promoted  
to the 2nd class. It is with much pleasure that  
I record the gallant conduct of the Foreign  
staff who assisted to man the boats that pulled  
off to the wrecks showing that you were  
equally capable of risking your lives as  
of directing operations from ashore. That  
you would thus act was taken for granted; none  
of you can be false to the traditions of your  
native land. I have informed the Viceroy of  
the active part you took in this rescue work and  
have no doubt that he will take the same  
favourable notice of your efforts as he has of  
those of the native gismen. Thank you all  
for your good work (which has also been  
brought to the notice of the Inspector General)  
and I am sure you will be inspired by this mark  
of the Viceroy's notice to continue to show  
yourselves loyal, energetic, and steady men of  
whom the Service can be proud."

WEATHER REPORT.  
The Hongkong Observatory yesterday issued  
the following report:—  
On the 8th at 12.05 p.m.—The barometer has  
risen in Japan, and fallen over China particu-  
larly in the North.  
The high pressure area, which has decreased  
in intensity remaining over the Yangtze Valley  
and pressure is still relatively low over S.E.  
Japan.  
Gradients have decreased.  
Fresh monsoon may be expected in the  
Fermosa Channel and strong monsoon over the  
China Sea.  
Hongkong rainfall for the 24 hours ending  
at 10 a.m. to-day, 0.00 inches.  
The forecast for the 24 hours ending at noon  
to-day is as follows:—  
Hongkong & Neighbourhood, fresh; cloudy,  
some rain.  
Fermosa Channel, Same as No. 1.  
South coast of China between, Same as No. 1.  
Hongkong and Lamoock, Same as No. 1.  
South coast of China between, Same as No. 1.  
Hongkong and Hainan, Same as No. 1.



## RANDOM REFLECTIONS.

No—don't ask me which pony is going to win the Derby. I don't know, and I distrust the tipster. It is always the unexpected that happens. Did not Signorette, whom nobody but the owner thought of, win the Derby last year, leaving the favourites quite out of the running? And was not the Two Thousand Guineas won by an old cart horse? The only "dead cert" I can give you, my friend, is that in every event next week the first pony home will be the winner.

Yes, there are so many good ponies in training this year that even the most practised hand at "spotting the winner" hesitates to do the spotting yet. It only needs fine weather next week to insure a capital meeting. Yes, of course, the ladies are praying for fine weather for they have given out their orders to the dressmakers, who are working almost day and night to fulfill commands. This would be a dull season for the dressmakers if there were no race meeting.

How many will have a sigh at the news that the "look Tower, perhaps the most interesting relic that remains of old Hongkong, is to be demolished as soon as the new Clock Tower on the Post Office Buildings is completed. The information is official, and the Vandals who have so long agitated for its removal are at last about to "Hip-hip-hooray!" In 1905, I think it was, there was quite a long and interesting correspondence on this subject in the *Daily Press* which wound up with a "sermon in stone" three or four columns long, full enough of sentiment to make the angels weep. The hand of the destroyer was stayed. Sir Mathew Nathan could not find it in his heart to resist such a flood of sentiment. The suggestion to remove the tower and put the clock either on the new Law Courts or the Post Office on the waterfront was made in the *Daily Press* at the time, and evidently the D.P.W. has borne the suggestion in mind. Do you ask when the Post Office will be finished? Ah, that is another story. The Government are following Chinese practice in giving timely notice of the funeral of the old clock tower.

"Whist drives" seem to be getting a tremendous hold on people at Home. Hongkong whist drives and Bridge parties are not in it. [See an article reprinted in another column.—Ed.] When I read that prize to the value of £25 or more are given, it recalled to my mind an interesting conversation I heard not long ago. I say heard, and not overheard, for it was in a public place, and everybody knows that when some people carry on a conversation there is nothing of the private-and-confidential whisper about it. "I've been awfully puzzled to know what to give as prizes at my Bridge party to-morrow," remarked a lady to the crowd, "but I've just purchased 'Hollops on Bridge.' I think that will make an excellent prize don't you?" The lady on the right agreed, but the others were ominously silent. Perhaps they thought, as I did, that a book of instruction would make an excellent "Booby" prize, but is there not just a possibility that it may strike the winner as a grievous insult?

An American Professor has discovered that Burns did not write "Auld Lang Syne." Miss Carrie Nation, the American "saloon smasher," will I am sure, be delighted to hear it. She has recently been on a smashing campaign in Glasgow. It was just before the Burns celebrations, and she said of them—"I am told they are given over to drinking, when shame and disgrace are heaped on the memory of that great man. These clubs drink his memory in the rotten slops which ruin poor bairns. The poet was murdered by people who put drink to his lips, yet clubs are organised and perpetuate his name in intoxicating drink." It quite fits in with this to say that it was not Robbie who wrote "We'll take a cup o' kindness yet For the sake of Auld Lang Syne."

Was it such considerations as these, I wonder, which caused Lord Scots to refrain from having "A night w' Burns" last month?

Who in the East has not made the acquaintance of aged "new-laid" eggs? Everybody, I woeen, has met them again and again, and given them the go-by. It should therefore interest everybody to know that a novel process of preserving eggs has been successfully tried in England. The process has been adopted by a firm of Hull importers acting on the theory that an egg decomposes owing to the entrance of bacteria through the shell. The shells by the new process are first disinfected and then immersed in a vessel of hot paraffin wax in a vacuum. The air in the shell is extracted by the vacuum, and atmospheric pressure is then allowed to enter the vessel, when the hot wax is forced into the "pores" of the shell, which thus hermetically seals it. Evaporation of the contents of the eggs, which has a harmful effect, is thereby prevented, and the egg is practically sterile. Some "new-laid" eggs treated in this manner six months ago (the date being guaranteed by Mr. Thomas A. Robinson, J.P., the head of the firm), have been submitted to chemical and microscopic examination by the *Daily Mail* and have been found equal to new-laid eggs in every respect. The yolk of pickled eggs and others artificially preserved will sometimes break on being poached, but the eggs examined behaved when poached exactly as new-laid ones. The inside of the shell showed under careful examination that the wax penetrates through the "pores," the contents being thus quite immune from external influences.

The attention of the Chairman of the P. & O. Company should be drawn to this paragraph. The ships that take home China pigs in their thousands, might fill up with preserved new-laid hen's eggs (of a respectable size) on the outward run.

In the Assize Court at Singapore: "And your son never goes out at night even though he is 23 years of age?" "I am afraid he will go astray, so I never let him go out at night."

Quite right, too. It was a young man of this type who formed the subject of that pathetic song entitled: "Does your mother know you're out?"

What the Duchess of Marlborough says about polygamy following in the footsteps of universal suffrage in England makes me feel quite resigned to spend the evening of life in Hongkong where at present there are no prospects of such disturbing contingencies. But who knows what the morrow will bring forth? The idea of every woman demanding the share of a husband of course has attractions for some, no doubt, but who will pay the expenses? I feel that I'm rather hen-pecked as it is at times, but if the odds lengthened and I was one against two, I think I would beat a retreat and like Jeffries, the boxer, take on the winner, for there's sure to be a split in the camp when the prize is so valuable.

RODERICK RANDOM.

## MARINE MAGISTRATE'S COURT.

Monday, February 8th.

BEFORE HON. COMMANDER BASIL R. H. TAYLOR, R.N. (MARINE MAGISTRATE).

ALLOWING RUBBISH TO BE DUMPED.

Lance Sergeant Sutton proceeded against Captain H. C. Reber of the s.s. *Chow Fa* for allowing rubbish to be thrown from his ship into the harbour.

Defendant pleaded not guilty, stating that he was not on board. The mate told him there was nothing but bilge water thrown overboard.

A fine of \$1 was imposed.

INFRINGING THE RULE OF THE ROAD.

The master of the unlicensed steam launch "K 11" was proceeded against for failing to observe the rule of the road.

Constable Bird stated that when off Kowloon Docks on the 4th instant he saw the defendant's launch about 30 yards off steaming north on his port bow. Defendant kept on his course until within about ten yards; then he gave two blasts and attempted to cross the bows of witness' launch. By going full speed astern and starboard his helm witness just escaped a collision.

Defendant stated that when he saw the police launch he gave one blast on his whistle and went astern. He did not see the launch in time to avoid her.

His Worship imposed a fine of \$20, the alternative being six weeks' hard labour.

## AN UNKNOWN TONGUE.

Officials on duty at the Central Police Station charge room last week were greatly perplexed when a sailor who was considerably under the weather, could not be made to understand English. The constable who took him in wished to charge him with being drunk, but Jack could not be made to understand the nature of the charge. He proceeded to address the Inspector on duty in a language which that officer had not apparently heard before, and which baffled the other men on duty. Inspector Hanson was called to act as interpreter, the police having an idea that the seaman was speaking German. This being disproved by Inspector Hanson, other interpreters were sent for, but questions put in different tongues failed to draw a response from the sailor. Then an English sergeant who had been in Wales told those present that the man was speaking Welsh. A Welsh interpreter was eventually found, and the man was charged.

## MISTAKEN FOR A DUTCHMAN.

The captain of a coastal steamer, who until yesterday had succeeded in keeping out of the way of a summons which the police took out to serve upon him early in January, appeared before Mr. J. B. Wood at the Magistracy yesterday on a charge of not having rat phalanges attached to the ropes of his vessel while she was made fast to the wharf.

When evidence had been adduced his Worship asked the captain whether he had anything to say, and the defendant, taking all those in Court into his confidence, told his Worship a story which apparently incensed the sergeant who served the summons. "Between ourselves," said the versatile skipper, "my chief officer took the constable who came aboard for a Dutchman, and was disgusted to see him wearing the King's uniform, for, as a matter of fact, my officer is a Dutchman himself."

The remark brought a smile to all faces but that of the sergeant, and his Worship imposed a fine of \$10.

## WORLD'S SPEED RECORD.

ENGINEERING TRIUMPH.

The most remarkable known speed ever attained by any vessel stands to the credit of the new British torpedo-boat destroyer *Turbot* which was commanded by Commander Y. E. B. Phillips, D.S.O., and is one of the twenty-four fully-manned destroyers attached to the Home Fleet and on duty in the North Sea. This vessel is of 870 tons displacement, mounts three 12-pounder guns, and was built by Messrs. John I. Thornycroft and Co. for a speed of 33 knots. On her official trials she attained a rate of steaming equal to 35.36 knots. She has been in the service since April, and now, under war conditions, she has beaten this record and exceeded 35 knots. She is one of the vessels which use liquid fuel instead of coal.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a Medicine. A. S. Watson & Co. Ltd. Sole Agents.

## SUPREME COURT.

Monday, February 8th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PRIGGOTT (CHIEF JUSTICE).

MOTION TO STRIKE OUT A STATEMENT OF CLAIM.

In the action in which Chan Ma Shi was plaintiff, and Fung Wa Chun defendant, Sir Henry Berkeley, K.C., who was instructed by Mr. W. E. L. Shenton (of Messrs. Deacon, Looker and Deacon), moved to strike out the statement of claim on the ground that it showed no reasonable cause of action.

Hon. Mr. H. E. Pollock, K.C., who was instructed by Mr. Jackson (of Messrs. Johnson, Stokes and Master) appeared for the plaintiff. Sir Henry Berkeley stated that this summons had been adjourned from Chambers into Court. It involved argument principally as to what was a reasonable cause of action, and whether the plaintiffs had a reasonable cause of action. He submitted that on the facts alleged in the statement of claim there was no reasonable cause of action, because there was no cause of action at all against the defendant. Unless the pleadings were amended the statement of claim should be struck out and the action dismissed. Further, he submitted that no amendment which could properly be admitted could be made that should give a cause of action. This action was an action for damages to recover certificates of shares in companies. The nature of the action was important, and it was necessary to bear that in mind because of the allegation that no reasonable cause of action was disclosed in a case of damages. The plaintiff must, on the face of the pleadings, show title in himself. Mr. Pollock, in his pleadings, alleged that these shares had been made a gift to the plaintiff by her husband. That was not a fact. It was bad pleading. It was a conclusion of law, but he ought to have stated the facts which constituted in law a gift. There were no facts in this statement of claim from which the Court could come to the conclusion that a gift was made.

His Lordship—in pleadings you are not required to set out evidence. Why cannot you allege a gift?

Sir Henry Berkeley—Because you cannot plead law. I submit the allegation of a gift is an allegation in law, not an allegation in fact. Proceeding, counsel said that if the plaintiff had said her husband handed to her certain certificates, that would be a fact from which the Court could assume a gift. Another allegation in the pleadings was to the effect that the shares were now registered in the husband's name, therefore he was the only person who could be plaintiff to recover these certificates from the defendant. He was not arguing that the plaintiff had no beneficial interest in the property, but he argued that she could not succeed in this action. The statement of claim was bad, for certainty as to the articles sought to be recovered. They should have given the specific nature of the property required to be returned.

Mr. Pollock raised the preliminary point that this application was wholly misconceived, and that as a matter of fact the defendant was altogether out of order, speaking from a legal point of view, in bringing forward this application. He thought it quite sufficient to say in the pleadings that a gift was made. Again, the wife had given to her as part of the gift, a power of attorney which enabled her to transfer these shares.

His Lordship—I must see whether cause of action lies in the four corners of this paragraph. Mr. Pollock contended that a gift implied power for the receiver to deal with it. Had she, plaintiff a right to sue in detinue? Surely Mr. friend was driven on the horns of one of these dilemmas; either the wife could sue or the husband could sue. Either these shares remained the property of the husband, or else they had been given to the wife.

His Lordship—The curious thing is that in paragraph 4 you don't allege a gift.

Mr. Pollock—The shares were bought in the first place with her money.

His Lordship said the plaintiff was in fact suing for fresh certificates which on the face of the paragraph in the pleadings it was impossible for her to obtain. Mr. Pollock had put everything he could, but his Lordship thought paragraph 3 of the pleadings ought to be amended. He would make costs in the cause.

## THE POSITION OF SILVER.

The recent sharp advance in silver, says a London contemporary of the 15th inst., has been almost as sensational as the fall. Scarcely a month ago there was talk of the bullion market of the metal touching a new low level, but just when this prophecy seemed likely to be consummated a sudden revival occurred. China began to buy, and the bears, frightened at the turn affairs had taken, were not slow to help the upward movement with "covering" orders. A fair proportion of the buying has, no doubt, been on the part of speculators who were attracted by the extremely low price, but every thing at present points to a further rise.

Messrs. Filley and Abell say:—Though China has at times been a seller, and has shipped about £220,000 in silver to London for sale, yet she has, on the whole, been a considerable buyer. The low exchange ruling in China have greatly stimulated the export trade and adversely affected the import trade, so that the banks have been forced to buy silver as cover for or as a hedge against their exchange operations. Part of these purchases have been shipped to China, but a large amount is still under the control of the China banks. Whether this will be re-sold or shipped to Bombay and other ports is not yet known. In addition to the purchases here, China has bought fair amounts in London and has as well received regular shipments amounting to about £1,100,000 from San Francisco. An important feature in the future will be the effect of the prohibition of the import of opium into China, should this result from the recent efforts to suppress the use of this drug. Unless the import of other commodities should greatly increase, it would seem probable that China will be a still more important buyer of silver than hitherto.

## THE SHIPPING INDUSTRY.

UNRELIEVED GLOOM.

By a general consensus of opinion in the shipping trade, 1908 is declared to have been the worst year in living memory. This seems a bold statement to make, but if there are dissentients we have not yet met them. It is perfectly true that in some past years freight has been lower in some directions, but on previous occasions, when one market has been bad, partial relief has been found in another; or when outward freights were very low competition was found in homeward cargoes, or round, both outward and homeward. Ten or twelve years ago there were lower rates in some directions; in ten or twelve years ago coal was two or three shillings cheaper, there was no Workmen's Compensation Act, and the general average size of steamers was smaller. Thus on an even lower range of freights than now shipowners could then make ends meet, and perhaps a little more, whereas now they are caught at both ends.

TONNAGE LAID UP.

Now, of 1907 we remarked that it closed as dimly and hopelessly as it opened brightly and hopefully, but that, badly as it closed, it was not altogether a bad year for shipping. The supply of tonnage was not unprecedented, but until nearly the end of the year there was actual employment for most of it, because of the enormous volume of ocean trade to be carried a traffic which did not begin to decline until some time after the financial crisis in America. And we remarked that shipowners were finding almost total suspension of the building of cargo boats a suspension in shipbuilding has continued, and 1908 has been a dead year for that industry, that is, as yet. The additions to the world's merchant fleet and last year were small, perhaps not greater than the natural wastage which is estimated at about 800,000 tons per annum. And the laying-up of vessels has been going on all the year until now it is computed that not less than 1,250,000 tons of shipping are lying in idleness waiting for the revival of the trade. It is said that in some have been counted in the Tyne and the Clyde, it is denied, but the peculiarity of the present inactivity is that so many British vessels are laid up in foreign and colonial ports, because it involved less loss to keep them there than to bring them home at the freights obtainable. In any case, 14 million tons is a large slice to take off of the active tonnage, and it is very significant that it has had practically no effect on the freight markets. It may, or may not have prevented them from going lower, but it has certainly not raised them.

COAL SHIPMENTS AND FREIGHTS.

How is this explained? In 1907 extra employment was provided for shipping by our own large exports, which included 8,271,250 tons of coal, 484,166 tons of iron, and 100,000 tons of machinery more than in the previous year, besides largely increased quantities of manufactured products and an enormous import in foodstuffs and raw material. But in 1908 we exported 1,000,03 tons of coal, 100,000 tons of iron, and 200,000 tons of machinery less than in 1907, and our imports of raw material decreased with the decline in industry. It was only in the later months, however, that the shipments of coal began to fall off, and it is notable that the coal exports have been well maintained in a year of bad trade everywhere by the low range of freights. Shipowners have kept up their export trade by carrying it at a loss (for it is admitted that in many cases the coal freights would barely cover working expenses), while unfortunately they had to sacrifice their profit in paying for the increased cost of bunker coal. At any rate, that was the case in the earlier part of the year, for coal was tardy in following the general decline in prices.

EFFECT OF KEEN COMPETITION.

There were early in the year hopes in the Eastern trade, but they were darkened by the short crops and by the over supply of tonnage. There were better hopes of Argentina, whose crops exceeded all records, and whose exports more than realised expectations. But here again the while was spoilt by over-competition. As the time drew toward the close of the year, the time for the home trade was fairly good, but by the time the ships got out the homeward trade from all quarters seeking shippers. An attempt at a combination was made in order to raise the homeward rates for September shipments; but it was not large enough. Steamers belonging to owners not parties to the agreement sailed in and scooped up the cargoes at rates which the vessels lying there were afterwards compelled to accept—when they were not made to take something lower. The *Plate* trade, which promised so brilliantly at the start, has been one of the worst of the year; but still worse, perhaps, has been the Mediterranean trade. First there was a rush of vessels outward at auction, and then the race to catch homeward cargoes from Eastern Europe. Then when the Mediterranean was overrun with vessels waiting and seeking freight, there was an advance in outward coal rates to secure which many steamers hurried home in ballast, though the owners knew there was nothing to be got to bring them home next time. Naturally business of that sort leaves a balance on the wrong side of the ledger, but some owners seemed to refer it to lying up their vessels. For a time there was some profitable trade obtainable for wheat cargoes home from Australia, but that business also was quickly swamped by the offers of excess tonnage.

LINES AND TRAMP STEAMERS.

The general cargo trade between this country and the Colonies as conducted by the liners has been fairly good, though if anything under normal proportions; but that really does not affect the general condition of shipping. And of shipping generally it has to be said that there are more and more encroaching on the work that used to be done entirely by "tramps." A liner will now run off her course into a port with which formerly she would not have been connected even a hoving acquaintance, and will descend to negotiate for parcels which previously she would not have glanced at. They are so big, these liners, and their appetites are so huge, that they will go anywhere nowadays for a meal, and are devouring the substance of the harmless and necessary "tramp." This is not to say that it is not so long ago that the "tramp" obtained himself on the course of the liner wherever and whenever he could find an opening. It is a case of the tables turned.

It would serve no good purpose to institute a comparison of freights with 1907, especially as that was an abnormal and irregular year. But the average of the year is below that of any recent previous year. It is a melancholy fact that, great as was the depreciation in the value of new shipping in 1907, it depreciated at least 10 per cent. further in 1908. But what has been the actual depreciation in second-hand tonnage is almost impossible to estimate, and some forced sales have been reported at almost incredible prices. Thus shipowners have not only, as a rule, lost on their year's operations, but also on the capital value of their investment.

With regard to the immediate future, there are some hopes of improvement, mainly as a consequence of the larger crops in India, America, and Australia, and in the expectation that the River Plate will have at least as much to export as last season. But there are no real signs of relief, whereas there are some depressing signs elsewhere. In some quarters there is a faint hope that freights may begin to get better in the spring, but others have no hope of any improvement at all before the middle of 1909, and in most quarters they should say, the belief is entertained, if it is not expressed, that we have to face at least another bad year, if not more.—*The Times Commercial Supplement.*

A SHIPOWNER'S INTERNATIONAL UNION.

An important meeting of shipowners was held last month in the Guildhall, Newcastle, to consider the serious crisis which at present exists throughout the shipping industry, and to promote the formation of an international union of shipowners. The primary objects of this union will be the regulation of the supply of tonnage to the demand, and the general furtherance of shipping interests. The meeting was convened by Mr. Leonard MacCarthy, of Newcastle, Sir Walter Runciman was in the chair, and there was a large and representative gathering of shipowners present. Among the firms represented were the Clapham Steamship Company, the Northumberland Shipping Corporation, Messrs. Scott Brothers, the Swan Line (Limited), Messrs. Tyne and Wear, Messrs. (of Sunderland), Messrs. C. M. and J. F. Foster, Messrs. Nelson, Donkin, and Co., Messrs. John Morrison and Son, Messrs. Furness, Withy, and Co., Messrs. Weidner, Hopkins, and Co., Messrs. J. L. Browne and Co. (of Sunderland), Messrs. Bell and Co., Messrs. Adam, Messrs. Dalgleish and Co., Messrs. Sutherland, Mr. James Knott (the Prince Line), Messrs. Cairns, Noble, and Co., Messrs. Sutton and Co. Messrs. Tully, Mr. R. B. MacCarthy (representing the White Sea and Baltic conference). There were over 100 shipowners present. The gross tonnage represented at the meeting was approximately 1,362,576 tons. The value of this tonnage was approximately £11,000,000.

The Chairman said that they had endeavoured to get the chairman of the Shipowners' Association to preside, but he had given a very good reason why he could not be present. At the same time he stated that the movement had his full support, and that in order to show his bona fide he would send his son to represent him. The shipowners approached the question with a full knowledge of the difficulties that confronted them; but if they were determined that a working practical scheme should be instituted, these difficulties were not insoluble. It was not so much the over production of tonnage as the lack of enterprise that was causing this unprecedented depression in shipping. Already there were between 1½ and two millions of tons lying idle, and the drop in dividends this year was estimated at from 25 to 30 millions of pounds. The shipping industry had vast powers at its command, but it must use them discreetly and without imposing unnecessary hardships on other traders. What they asked was that they should be doing a living freight. They wished to avoid doing anything arbitrary to other trades, but they insisted upon having a freight that would protect them against loss.

Mr. MacCarthy gave details in respect of 1907, the year of "frenzied freights." He said that they were short of a living freight by £23,500,000. Then there was the question of despatch money, in order to get as many voyages in the year as possible. He had estimated that between £1,000,000 and £2,000,000 had been paid by the general body of shipowners for despatch. They could only remedy the evil by unity. On the Continent there was a growing feeling that some one should take the lead in uniting the shipping elements. The keynote of the present position, he thought, was a scheme on the lines of the Baltic and White Sea conference. What they wanted was that this conference, which met at Copenhagen, should extend its scope and have a larger representation. They wanted to get the shipowners together at great centres like Cardiff, and to make progress in the direction of an international union of shipowners of the United Kingdom and the western shores of Europe. Such a union would prevent the malpractices of speculation brokers, the tricks of merchants, and the iniquities of charterers. Removed.—That this meeting of shipowners of the North-East coast is strongly of opinion that it is most desirable and necessary to promote the formation of an international union of shipowners, having for its primary object the regulation in the demand, and the general furtherance of the interests of the shipping industry, and for the purpose of advancing the cause, Mr. Leonard MacCarthy is hereby authorised to interview the shipowners in other parts of the United Kingdom and on the Continent, and to report before another meeting to be held here at a later date. The following shipowners are hereby appointed as local committees:—Messrs. M. Foster, J. Knott, Junior, John W. Morrison, W. J. Noble, A. Schofield, A. M. Sutherland, B. M. Sutton, J. E. Tully, L. MacCarthy, with power to add to their number. A vote being taken, 32 voted for the resolution and one against, but a large number of shipowners did not vote.

## LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Isuzu* left Shanghai on Saturday the 6th instant at 9 p.m., and may be expected here to-day at 8 a.m.

The C. & M. str. *Zafiro* left Manila on the 7th inst. evening, and is due here on the 10th inst. at daylight.

The Apos str. *Japan* from Yokohama, Kobe and Moji left Moji on the 6th instant, and may be expected here on or about morning the 11th inst.

The P. & O. str. *Palawan* left Singapore for this port on the 7th instant at 7 a.m., and is due here on the 13th instant at about noon.

The M.M. str. *Town* from London, left the 17th ultimo, and may be expected here on the 16th ultimo left Singapore on the 8th inst. at 5 p.m., and may be expected to arrive here on Monday morning the 15th inst., and will leave for Shanghai and Japan on the same afternoon.

## COST OF LIVING.

THE MALAY STATES AND FREE TRADE.

A housewife in the Federated Malay States sends to the *Sydney Bulletin* her personal experience "for the benefit of B. Smith and gentlemen who say that under Free Trade of course things must be cheaper." "I have always kept thorough account of expenses. In Australia we lived on £150 per annum; but in the Federated Malay States I could not manage to make ends meet on £330, even with the greatest care. Although this is a Free Trade country (the only dutiable articles being spirits and opium), the only things which are cheaper here than in Australia are bananas, whiskey, and tobacco. A few people try to live on the last two. Then somebody has to pay for a funeral, and funerals are most expensive here."

## BABY BORN WITH TERRIBLE ECZEMA

Which Spread Over Body, Head and Limbs—No Rest or Sleep for Mother or Child—Doctor Would Not Let Him Be Bathed—Tiny Sufferer Grew Worse Every Day.

## FOUND A PERFECT CURE IN CUTICURA

"My little boy was born with his legs and the lower part of his body covered with eczema. I told the doctor about it. He gave me a lotion for it and told me not to wash the little one. I carried out my orders until his head, face and shoulders were covered with the humor. Then I informed the doctor that the lotion was doing no good. He gave me a different lotion and an ointment, but still insisted on saying not to bathe the baby. I used the remedies but he got no better. There was no sleep for baby or myself, and I was worn out. Baby was very thin and seemed to be getting worse every day. I resolved to give the Cuticura Soap and Cuticura Ointment a trial. I am thankful to-day that I did for our set cured him. He is as fat now and as happy as well as any child of fifteen months and still has no more of the eczema. Mrs. Gaud, Old Edinburgh, Scotland, Jan. 15, 1908.

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases.

## SANATIVE

Antiseptic Cleansing is Best Accomplished by Cuticura.

Women, especially mothers, find Cuticura Soap, Ointment and Pills the purest, sweetest and most effective remedies for preserving, purifying and beautifying the skin, scalp, hair and hands. For the treatment of eczema, erythema, and ulcers, as well as for restoring to health, prematurely faded, run-down women. Cuticura Remedies are sold throughout the world. A Single Set of Cuticura Soap, Ointment and Pills, 25¢. Cuticura Soap, 25¢. Cuticura Ointment, 25¢. Cuticura Pills, 25¢. Cuticura Remedies are sold throughout the world. A Single Set of Cuticura Soap, Ointment and Pills, 25¢. Cuticura Soap, 25¢. Cuticura Ointment, 25¢. Cuticura Pills, 25¢.

## BRITAIN'S FOREIGN TRADE IN 1908.

The Trade and Navigation Accounts for December, which also contain those for the whole year 1908, show that the imports for the month were £55,833,000, an increase of £841,000 and the exports of British produce £29,402,000 a decrease of £3,340,000. The slight increase in the imports is entirely due to arrivals of more cereals and meat; the greater part of the diminution in the exports is represented by the decrease in "articles wholly or mainly manufactured," amounting to £3,308,000, which £2,059,000 represents cotton goods of various kinds. As compared with December, 1906, the import figures for last month are larger by £2,161,000, and the British export total for the month was £593,131,000, a decrease of £22,660,000 on 1907, and £14,748,000 on 1906. British exports were £377,220,000, a decrease of £48,816,000 on 1907, and an increase of £1,640,000 on 1906. It must be remembered that 1907 was an exceptional year for extraordinary large movements of commodities, and for many articles, higher prices; and the results of the trade of 1908 are, therefore, less unattractive on the whole, than the large decrease as compared with 1907 would suggest. Too much importance has been given to these foreign trade statistics in connexion with the fiscal question. Even a blind believer in free trade would, we think, have realised that the mere expansion of import and export figures, of which so much was made by the Ministerialist during 1905-7, when the trade of the whole world was increasing by leaps and bounds, was at best a very imperfect indication of the economic progress of any country. We may remark that the tariff reform movement suffered to some extent, soon after its commencement, through the inaction way in which the comparatively unfavourable foreign trade returns of 1901-2 were treated as evidence of the bad economic position of the United Kingdom. Tariff reformers found it somewhat difficult to reply to their opponents' gibes on this subject who imported and exports began expanding again under the influence of the normal cycle movement, which had been foreseen by impartial experts. The publication of unflattering free traders has suffered a similar check during the past year, which shows how unwise it is for politicians to press into their service weapons which are double-edged. There is another aspect of the returns for 1908, however, which is worth attention; we refer to the indications which they afford, when taken in connection with known facts respecting the state of the industry and commerce, as to the probable course of foreign trade in 1909. The omens, if not as black as a hasty examination might suggest, are not favourable to the view that there will be a material expansion during the coming year. It will be as much as can be hoped if, as is suggested by the signs supplied by the foreign trade figures for December, the very heavy 1908 is not to be repeated in 1909. The best judges are of opinion that trade is not likely to become active until the current year is well advanced, even if then. From the point of view of the Chancellor of the Exchequer, who would need to raise fresh taxes in addition to those now in force, this is a very serious matter. Some diminution in the volume of the imports as compared with 1908 is not improbable, and Mr. Lloyd-George cannot afford to be confronted with the decrease in Customs receipts which would accompany it. Exports, we are told, we refer to the indications which they afford, when taken in connection with known facts respecting the state of the industry and commerce, as to the probable course of foreign trade in 1909. The omens, if not as black as a hasty examination might suggest, are not favourable to the view that there will be a material expansion during the coming year. It will be as much as can be hoped if, as is suggested by the signs supplied by the foreign trade figures for December, the very heavy 1908 is not to be repeated in 1909. The best judges are of opinion that trade is not likely to become active until the current year is well advanced, even if then. From the point of view of the Chancellor of the Exchequer, who would need to raise fresh taxes in addition to those now in force, this is a very serious matter. Some diminution in the volume of the imports as compared with 1908 is not improbable, and Mr. Lloyd-George cannot afford to be confronted with the decrease in Customs receipts which would accompany it. Exports, we are told, we refer to the indications which they afford, when taken in connection with known facts respecting the state of the industry and commerce, as to the probable course of foreign trade in 1909. The omens, if not as black as a hasty examination might suggest, are not favourable to the view that there will be a material expansion during the coming year. It will be as much as can be hoped if, as is suggested by the signs supplied by the foreign trade figures for December, the very heavy 1908 is not to be repeated in 1909. The best judges are of opinion that trade is not likely to become active until the current year is well advanced, even if then. From the point of view of the Chancellor of the Exchequer, who would need to raise fresh taxes in addition to those now in force, this is a very serious matter. Some diminution in the volume of the imports as compared with 1908 is not improbable, and Mr. Lloyd-George cannot afford to be confronted with the decrease in Customs receipts which would accompany it. Exports, we are told, we refer to the indications which they afford, when taken in connection with known facts respecting the state of the industry and commerce, as to the probable course of foreign trade in 1909. The omens, if not as black as a hasty examination might suggest, are not favourable to the view that there will be a material expansion during the coming year. It will be as much as can be hoped if, as is suggested by the signs supplied by the foreign trade figures for December, the very heavy 1908 is not to be repeated in 1909. The best judges are of opinion that trade is not likely to become active until the current year is well advanced, even if then. From the point of view of the Chancellor of the Exchequer, who would need to raise fresh taxes in addition to those now in force, this is a very serious matter. Some diminution in the volume of the imports as compared with 1908 is not improbable, and Mr. Lloyd-George cannot afford to be confronted with the decrease in Customs receipts which would accompany it. Exports, we are told, we refer to the indications which they afford, when taken in connection with known facts respecting the state of the industry and commerce, as to the probable course of foreign trade in 1909. The omens, if not as black as a hasty examination might suggest, are not favourable to the view that there will be a material expansion during the coming year. It will be as much as can be hoped if, as is suggested by the signs supplied by the foreign trade figures for December, the very heavy 1908 is not to be repeated in 1909. The best judges are of opinion that trade is not likely to become active until the current year is well advanced, even if then. From the point of view of the Chancellor of the Exchequer, who would need to raise fresh taxes in addition to those now in force, this is a very serious matter. Some diminution in the volume of the imports as compared with 1908 is not improbable, and Mr. Lloyd-George cannot afford to be confronted with the decrease in Customs receipts which would accompany it. Exports, we are told, we refer to the indications which they afford, when taken in connection with known facts respecting the state of the industry and commerce, as to the probable course of foreign trade in 1909. The omens, if not as black as a hasty examination might suggest, are not favourable to the view that there will be a material expansion during the coming year. It will be as much as can be hoped if, as is suggested by the signs supplied by the foreign trade figures for December, the very heavy 1908 is







AUCTIONS



PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (TUESDAY), the 9th February, 1909, at 11 A.M., at the Police Compound, Central Police Station, SUNDRIY CONDEMNED, OBSOLETE, AND CONFISCATED STORES, ALSO

A QUANTITY OF ARMS AND AMMUNITIONS. Terms:—As usual. HUGHES & HOUGH, Government Auctioneers. Hongkong, 4th February, 1909. [282]

(BY ORDER OF THE MORTGAGEE) PARTICULARS OF SALE OF VALUABLE LEASEHOLD PROPERTY To be Sold

by PUBLIC AUCTION, On MONDAY, the 15th day of February, 1909, at 12 o'clock Noon, by Mr. GEO. P. LAMBERT, Auctioneer.

BEING all that Piece or Parcel of ground situated at Victoria Hongkong known and registered in the Land Office as the REMAINING PORTION OF SECTION "O" OF MARINE LOT No. 71 together with the Messages or Tenements thereon known as Nos. 2, 4, 6, and 8, Sutherland Street, Victoria aforesaid. The said premises are held for the residue of the term of 99 years subject to the payment of the Crown Rent and to the performance of the covenants in the Crown Lease of the whole of Marine Lot No. 71, reserved and contained.

For further particulars and Conditions of Sale apply to Messrs. D'ALMADA & SMITH, Solicitors for the Vendor or to Mr. GEO. P. LAMBERT, Auctioneer. Hongkong, 4th February, 1909. [283]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes. SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to S&S&G, at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety. Inspection Invited. W.M. SCHMIDT & Co. Hongkong, 26th October, 1906. [1445]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS IN 2 SECONDS. SIEMSEN & Co. Hongkong, 6th March, 1907. [47]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS IN 2 SECONDS. CARLOWITZ & Co. Agents. Hongkong, 13th March, 1907. [335]

A BOON TO HONG-KONG LADIES!

CHEFOO HAND MADE LACES. A NEW AND VARIED ASSORTMENT IN ALL FANCIFUL DESIGNS OFFERED AT 20 PER CENT. DISCOUNT OFF MARKED PRICES. Call and inspect our display. HOOSAIN-ALI & Co., No. 14, Queen's Road Central. Hongkong, 18th January, 1909. [41]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [560]

A TACK & CO.

26, DES VUEX ROAD, CENTRAL.

CAMERAS

UP-TO-DATE STYLE DEVELOPING AND PRINTING UNDERTAKEN. Hongkong, 6th February, 1909. [57]

A LING & CO.

19, QUEEN'S ROAD CENTRAL. FURNITURE AND PHOTO GOODS STORE. Photographic Goods of every Description in Stock. Developing and Printing Undertaken. Hongkong, 31st July, 1907. [1448]

GRACA & CO.,

(Established 1896) No. 27, DES VUEX ROAD. Dealers in POSTAGE STAMPS and all Philatelic Goods. Pictorial Post Cards. Birthday Cards. MANILA CIGARS and CIGARETTES. Albums, Novels, etc., etc., etc. Inspection solicited. [126]

INTIMATIONS

HARMSTON'S GRAND CIRCUS.

LAST 5 NIGHTS OF THIS GREAT SHOW IN HONGKONG

TO-NIGHT! TO-NIGHT! THE SECOND AMATEUR RIDING CONTEST.

A HANDSOME TROPHY FOR THE WINNER. Previous Winner Barred Limited to Six Entries only.

TO-NIGHT! TO-NIGHT! OUR GREAT PROGRAMME. BY OUR ALL STAR COMPANY.

TO-NIGHT! TO-NIGHT! THE SENSATION OF THE WORLD WILLIAM SCHULTZ LOOPING THE OPEN LOOP.

TO-NIGHT! TO-NIGHT! THE PERFORMING TIGERS.

TO-NIGHT! TO-NIGHT! THE MARVELLOUS FRANTZ TROUPE.

LAST TWO MATINEES— WEDNESDAY & SATURDAY AFTERNOONS, FEB. 10th & 13th.

Doors Open at 2.30 P.M. Children Half Price at Matinees only. N.B.—A Special Service of Cars will run between Post Office and the Circus before and after the Performance. Booking at ROBINSON PIANO CO., LTD. 3001. COL. R. LOVELL, Manager.

BEING all that Piece or Parcel of ground situated at Victoria Hongkong known and registered in the Land Office as the REMAINING PORTION OF SECTION "O" OF MARINE LOT No. 71 together with the Messages or Tenements thereon known as Nos. 2, 4, 6, and 8, Sutherland Street, Victoria aforesaid. The said premises are held for the residue of the term of 99 years subject to the payment of the Crown Rent and to the performance of the covenants in the Crown Lease of the whole of Marine Lot No. 71, reserved and contained.

For further particulars and Conditions of Sale apply to Messrs. D'ALMADA & SMITH, Solicitors for the Vendor or to Mr. GEO. P. LAMBERT, Auctioneer. Hongkong, 4th February, 1909. [283]

PROMISE AND FULFILMENT.

There is an old axiom to the effect that what everybody says must be true. Certainly it is generally said to follow the crowd. Its instinct is usually right, and may profitably pay heed to the opinion of the majority—which in times of sickness puts its faith in the efficacy of Beecham's Pills. Nor has that trust been misplaced. An annual sale of 6,000,000 boxes proves the universality of the belief in the value of

BEECHAM'S PILLS

Many preparations, mislabeled remedies, claim impossibilities. They could not reasonably make good much that is claimed for them. No exaggerated statements are put forward respecting them—year after year—proving that those who have need of them have found that they wrought those cures that they are renowned to effect. No other medicine is so generally and uniformly successful in giving strength to the stomach—correcting the digestive system, and regulating the liver, kidneys, and bowels, and the use of Beecham's Pills will prove to your perfect satisfaction that they

MAKE GOOD EVERY CLAIM.

Sold everywhere in boxes, price 2/6, 1/4 & 2/8.

SANTAL MIDY

These tiny Capsules—superior to Copaliba, Cubebis, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience. Each Capsule bears the name MIDY.

GRIMAULT'S SYRUP

OF HYPO-PHOSPHITE OF LIME. Prescribed in France for the last 30 years. It retains its reputation for Consumption, Croup, Coughs, Colds, Diseases of the Chest, Lungs, and BRONCHIAL TUBES.

AS SUPPLIED TO THE HOUSE OF LORDS, AND HOUSE OF COMMONS.

THORNE'S OLD VAT

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF CROOKHURST AND HAS BEEN SOLD SINCE 1851

SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO., LTD.

THE HONKONG DAILY PRESS, TUESDAY, FEBRUARY 9th, 1909.

"KISSING THE BOOK"

A short time ago a witness in the Supreme Court was not permitted to swear in the Scottish fashion whereby the oath is administered by the witness holding up the right hand. The following letter which appears in a recent issue of *The Times* over the signature of Colonel Henry Mapleson is an interesting comment on the custom of "Kissing the Book":—

"Sir,—A very eminent *prima donna* (who is at present under engagement to me, but whose name I purposely withhold for fear that this letter might be regarded as an advertisement) was recently subpoenaed as a witness in a law case. The Book which was handed her to kiss was dirty and ill-smelling. Some days after the lady in question was troubled with a rash on her mouth and chin, which finally affected her throat. The doctor pronounced it a malignant attack. He transmitted to his patient through the post a testimonial which had been compelled to kiss at the Court. It took two months to cure the ailment, and during this time the *prima donna* lost a considerable amount through inability to fulfil professional engagements. Ever since the science of preventing disease became a serious study attention has been drawn to the danger and risks which witnesses run in kissing Court Testaments. Even a casual inspection of these books is sufficient to reveal their horribly grimy condition and a microscopic examination would undoubtedly reveal a state of things too disgusting to contemplate. The late Judge Pitt-Taylor is reported to have stated that he considered the practice of kissing the Book as insupportable, repulsive, and absolutely unnecessary; and he advocated, in language not less emphatic, that the older ceremony of laying the hand on the Testament should be reverted to.

Not long ago it was proved that a witness suffering from a virulent contagious disease of the lips was allowed by a High Court Judge to kiss the Book, and although there was a talk of drawing the attention of Parliament to the matter, nothing has been done to remedy the evil.

"Why not adopt in this country the Scottish system whereby the oath is administered by the witness holding up the right hand when taking the ordinary oath?"

I remember about five years ago, during an epidemic of smallpox in London, that the High Court Judges had notices issued informing witnesses of their right to be sworn in the Scottish form in accordance with the provisions of the Oaths Act. "Kissing the Book" is unknown in "continental" countries, where the old English form is used as laying the hand upon an open Bible whilst repeating the words. I swear to tell the truth, the whole truth and nothing but the truth, excepting in France, where the same formula is used, but a witness holds up his right hand instead of touching the Bible.

Witnesses in English Courts should take the law in their own hands and refuse to kiss filthy and unclean books, rather than run the risk of catching a cutaneous disease or something worse.

THE HONKONG DAILY PRESS, TUESDAY, FEBRUARY 9th, 1909.

"KISSING THE BOOK"

A short time ago a witness in the Supreme Court was not permitted to swear in the Scottish fashion whereby the oath is administered by the witness holding up the right hand. The following letter which appears in a recent issue of *The Times* over the signature of Colonel Henry Mapleson is an interesting comment on the custom of "Kissing the Book":—

"Sir,—A very eminent *prima donna* (who is at present under engagement to me, but whose name I purposely withhold for fear that this letter might be regarded as an advertisement) was recently subpoenaed as a witness in a law case. The Book which was handed her to kiss was dirty and ill-smelling. Some days after the lady in question was troubled with a rash on her mouth and chin, which finally affected her throat. The doctor pronounced it a malignant attack. He transmitted to his patient through the post a testimonial which had been compelled to kiss at the Court. It took two months to cure the ailment, and during this time the *prima donna* lost a considerable amount through inability to fulfil professional engagements. Ever since the science of preventing disease became a serious study attention has been drawn to the danger and risks which witnesses run in kissing Court Testaments. Even a casual inspection of these books is sufficient to reveal their horribly grimy condition and a microscopic examination would undoubtedly reveal a state of things too disgusting to contemplate. The late Judge Pitt-Taylor is reported to have stated that he considered the practice of kissing the Book as insupportable, repulsive, and absolutely unnecessary; and he advocated, in language not less emphatic, that the older ceremony of laying the hand on the Testament should be reverted to.

Not long ago it was proved that a witness suffering from a virulent contagious disease of the lips was allowed by a High Court Judge to kiss the Book, and although there was a talk of drawing the attention of Parliament to the matter, nothing has been done to remedy the evil.

"Why not adopt in this country the Scottish system whereby the oath is administered by the witness holding up the right hand when taking the ordinary oath?"

I remember about five years ago, during an epidemic of smallpox in London, that the High Court Judges had notices issued informing witnesses of their right to be sworn in the Scottish form in accordance with the provisions of the Oaths Act. "Kissing the Book" is unknown in "continental" countries, where the old English form is used as laying the hand upon an open Bible whilst repeating the words. I swear to tell the truth, the whole truth and nothing but the truth, excepting in France, where the same formula is used, but a witness holds up his right hand instead of touching the Bible.

Witnesses in English Courts should take the law in their own hands and refuse to kiss filthy and unclean books, rather than run the risk of catching a cutaneous disease or something worse.

A CITY IN THE GRIP OF WHISTITIS.

TRAGI-COMEDY OF THE GREAT YORK DRIVE.

A York correspondent wrote last month as follows to a London paper:—

"The lady whose fair, frizzly hair bristled with pale blue bows shimmered girlishly as she took her seat at the great whist drive to-night."

"I am afraid I am an awfully bad player," she said. Her partner young Mr. W., from Messrs. X's, the great looking young man in evening dress, with a scented handkerchief shining like the sea of hearts against his spotted shirt-front, smiled with gentle malice.

The smile continued all through the dealing of the cards, until, the king of spades having been played, the lady plucked the king of the diamonds from her hand, slapped it on the table, and cried triumphantly, "Snap!"

He never smiled again and the stewards assisted him away.

The whist fever is growing steadily worse. It has spread from York to the neighbouring suburbs. Dinners hurried through, omnibuses chartered, and the family hastens to the exhibition hall.

1,500 PLAYERS.

The committee have added another room to-night, and there have been nearly 1,500 players. The good people of York have already spent more than £150 on playing whist, and by the end of the week £400 or more will have been realised for the Lord Mayor's unemployed fund.

The rooms themselves are a fascinating study. Never before have so many types of card-players been gathered under one roof.

There is the nervous player, who fidgets with his moustache and draws out his cards with tremulous hesitation; the grim player who frowns heavily; the expert player who argues after each game with a string of endless "ifs"; the excited player who thumps his cards down with a "beat-that-if-you-can" air; and, last—the truth must out—the player who can't play at all, and simply gets rid of all the aces in her or his hand, and trusts to luck.

Silence broods over the hall from the moment of the ringing of the bell. You may see men with white ribbons on their coats. They are ladies for the purpose of the game, so there is a shortage of remaining players.

Keen-eyed stewards walk about the rooms ready to settle knotty points.

There was, for instance, the problem of the elusive ace to-night which will go down to posterity as an unsolved mystery. The undoubted facts are that four people started a game, and at the finish found that they had been playing with fifty-one cards. An ace had vanished.

ACE MISSING.

Stewards searched the chairs and tables and counted the cards. Where was the ace? Every one looked guilty. The chief steward arrived on the scene and counted the cards again. Lo! there were fifty-two! Four players looked guiltier than ever. Dark rumours in peaceful York.

But there are more comedies than tragedies. There is the achievement of the buxom lady who trumped her partner's card unnecessarily with the ace, and when asked for an explanation said: "Well, I played the smallest I had—the one of trumps."

There is the case of the young lady who was under the impression that she did not have to follow suit.

A new crop of diseases has sprung up from the Yorkists playing whist for four hours a night. There are the whist thumb, a stiffening of the joint caused by holding the cards too long; the whist eye, which sees spots dancing before it; spots which take the shape of hearts, diamonds, clubs, and spades; but worst of all is the fall fever, which has gripped the city like a plague.

WHIST DRIVES IN LONDON.

York is not the only place in which the public whist drive is popular. In most of the suburbs of London nearly every large room available for the purpose is now used as the

THE HONKONG DAILY PRESS, TUESDAY, FEBRUARY 9th, 1909.

"KISSING THE BOOK"

A short time ago a witness in the Supreme Court was not permitted to swear in the Scottish fashion whereby the oath is administered by the witness holding up the right hand. The following letter which appears in a recent issue of *The Times* over the signature of Colonel Henry Mapleson is an interesting comment on the custom of "Kissing the Book":—

"Sir,—A very eminent *prima donna* (who is at present under engagement to me, but whose name I purposely withhold for fear that this letter might be regarded as an advertisement) was recently subpoenaed as a witness in a law case. The Book which was handed her to kiss was dirty and ill-smelling. Some days after the lady in question was troubled with a rash on her mouth and chin, which finally affected her throat. The doctor pronounced it a malignant attack. He transmitted to his patient through the post a testimonial which had been compelled to kiss at the Court. It took two months to cure the ailment, and during this time the *prima donna* lost a considerable amount through inability to fulfil professional engagements. Ever since the science of preventing disease became a serious study attention has been drawn to the danger and risks which witnesses run in kissing Court Testaments. Even a casual inspection of these books is sufficient to reveal their horribly grimy condition and a microscopic examination would undoubtedly reveal a state of things too disgusting to contemplate. The late Judge Pitt-Taylor is reported to have stated that he considered the practice of kissing the Book as insupportable, repulsive, and absolutely unnecessary; and he advocated, in language not less emphatic, that the older ceremony of laying the hand on the Testament should be reverted to.

Not long ago it was proved that a witness suffering from a virulent contagious disease of the lips was allowed by a High Court Judge to kiss the Book, and although there was a talk of drawing the attention of Parliament to the matter, nothing has been done to remedy the evil.

"Why not adopt in this country the Scottish system whereby the oath is administered by the witness holding up the right hand when taking the ordinary oath?"

I remember about five years ago, during an epidemic of smallpox in London, that the High Court Judges had notices issued informing witnesses of their right to be sworn in the Scottish form in accordance with the provisions of the Oaths Act. "Kissing the Book" is unknown in "continental" countries, where the old English form is used as laying the hand upon an open Bible whilst repeating the words. I swear to tell the truth, the whole truth and nothing but the truth, excepting in France, where the same formula is used, but a witness holds up his right hand instead of touching the Bible.

Witnesses in English Courts should take the law in their own hands and refuse to kiss filthy and unclean books, rather than run the risk of catching a cutaneous disease or something worse.

A CITY IN THE GRIP OF WHISTITIS.

TRAGI-COMEDY OF THE GREAT YORK DRIVE.

A York correspondent wrote last month as follows to a London paper:—

"The lady whose fair, frizzly hair bristled with pale blue bows shimmered girlishly as she took her seat at the great whist drive to-night."

"I am afraid I am an awfully bad player," she said. Her partner young Mr. W., from Messrs. X's, the great looking young man in evening dress, with a scented handkerchief shining like the sea of hearts against his spotted shirt-front, smiled with gentle malice.

The smile continued all through the dealing of the cards, until, the king of spades having been played, the lady plucked the king of the diamonds from her hand, slapped it on the table, and cried triumphantly, "Snap!"

He never smiled again and the stewards assisted him away.

The whist fever is growing steadily worse. It has spread from York to the neighbouring suburbs. Dinners hurried through, omnibuses chartered, and the family hastens to the exhibition hall.

A CITY IN THE GRIP OF WHISTITIS.

TRAGI-COMEDY OF THE GREAT YORK DRIVE.

A York correspondent wrote last month as follows to a London paper:—

"The lady whose fair, frizzly hair bristled with pale blue bows shimmered girlishly as she took her seat at the great whist drive to-night."

"I am afraid I am an awfully bad player," she said. Her partner young Mr. W., from Messrs. X's, the great looking young man in evening dress, with a scented handkerchief shining like the sea of hearts against his spotted shirt-front, smiled with gentle malice.

The smile continued all through the dealing of the cards, until, the king of spades having been played, the lady plucked the king of the diamonds from her hand, slapped it on the table, and cried triumphantly, "Snap!"

He never smiled again and the stewards assisted him away.

The whist fever is growing steadily worse. It has spread from York to the neighbouring suburbs. Dinners hurried through, omnibuses chartered, and the family hastens to the exhibition hall.

A CITY IN THE GRIP OF WHISTITIS.

TRAGI-COMEDY OF THE GREAT YORK DRIVE.

A York correspondent wrote last month as follows to a London paper:—

"The lady whose fair, frizzly hair bristled with pale blue bows shimmered girlishly as she took her seat at the great whist drive to-night."

"I am afraid I am an awfully bad player," she said. Her partner young Mr. W., from Messrs. X's, the great looking young man in evening dress, with a scented handkerchief shining like the sea of hearts against his spotted shirt-front, smiled with gentle malice.

The smile continued all through the dealing of the cards, until, the king of spades having been played, the lady plucked the king of the diamonds from her hand, slapped it on the table, and cried triumphantly, "Snap!"

He never smiled again and the stewards assisted him away.

The whist fever is growing steadily worse. It has spread from York to the neighbouring suburbs. Dinners hurried through, omnibuses chartered, and the family hastens to the exhibition hall.

A CITY IN THE GRIP OF WHISTITIS.

TRAGI-COMEDY OF THE GREAT YORK DRIVE.

A York correspondent wrote last month as follows to a London paper:—

"The lady whose fair, frizzly hair bristled with pale blue bows shimmered girlishly as she took her seat at the great whist drive to-night."

THE HONKONG DAILY PRESS, TUESDAY, FEBRUARY 9th, 1909.

"KISSING THE BOOK"

A short time ago a witness in the Supreme Court was not permitted to swear in the Scottish fashion whereby the oath is administered by the witness holding up the right hand. The following letter which appears in a recent issue of *The Times* over the signature of Colonel Henry Mapleson is an interesting comment on the custom of "Kissing the Book":—

"Sir,—A very eminent *prima donna* (who is at present under engagement to me, but whose name I purposely withhold for fear that this letter might be regarded as an advertisement) was recently subpoenaed as a witness in a law case. The Book which was handed her to kiss was dirty and ill-smelling. Some days after the lady in question was troubled with a rash on her mouth and chin, which finally affected her throat. The doctor pronounced it a malignant attack. He transmitted to his patient through the post a testimonial which had been compelled to kiss at the Court. It took two months to cure the ailment, and during this time the *prima donna* lost a considerable amount through inability to fulfil professional engagements. Ever since the science of preventing disease became a serious study attention has been drawn to the danger and risks which witnesses run in kissing Court Testaments. Even a casual inspection of these books is sufficient to reveal their horribly grimy condition and a microscopic examination would undoubtedly reveal a state of things too disgusting to contemplate. The late Judge Pitt-Taylor is reported to have stated that he considered the practice of kissing the Book as insupportable, repulsive, and absolutely unnecessary; and he advocated, in language not less emphatic, that the older ceremony of laying the hand on the Testament should be reverted to.

Not long ago it was proved that a witness suffering from a virulent contagious disease of the lips was allowed by a High Court Judge to kiss the Book, and although there was a talk of drawing the attention of Parliament to the matter, nothing has been done to remedy the evil.

"Why not adopt in this country the Scottish system whereby the oath is administered by the witness holding up the right hand when taking the ordinary oath?"

I remember about five years ago, during an epidemic of smallpox in London, that the High Court Judges had notices issued informing witnesses of their right to be sworn in the Scottish form in accordance with the provisions of the Oaths Act. "Kissing the Book" is unknown in "continental" countries, where the old English form is used as laying the hand upon an open Bible whilst repeating the words. I swear to tell the truth, the whole truth and nothing but the truth, excepting in France, where the same formula is used, but a witness holds up his right hand instead of touching the Bible.

Witnesses in English Courts should take the law in their own hands and refuse to kiss filthy and unclean books, rather than run the risk of catching a cutaneous disease or something worse.

A CITY IN THE GRIP OF WHISTITIS.

TRAGI-COMEDY OF THE GREAT YORK DRIVE.

A York correspondent wrote last month as follows to a London paper:—

"The lady whose fair, frizzly hair bristled with pale blue bows shimmered girlishly as she took her seat at the great whist drive to-night."

"I am afraid I am an awfully bad player," she said. Her partner young Mr. W., from Messrs. X's, the great looking young man in evening dress, with a scented handkerchief shining like the sea of hearts against his spotted shirt-front, smiled with gentle malice.

The smile continued all through the dealing of the cards, until, the king of spades having been played, the lady plucked the king of the diamonds from her hand, slapped it on the table, and cried triumphantly, "Snap!"

He never smiled again and the stewards assisted him away.

The whist fever is growing steadily worse. It has spread from York to the neighbouring suburbs. Dinners hurried through, omnibuses chartered, and the family hastens to the exhibition hall.

A CITY IN THE GRIP OF WHISTITIS.

TRAGI-COMEDY OF THE GREAT YORK DRIVE.

A York correspondent wrote last month as follows to a London paper:—

"The lady whose fair, frizzly hair bristled with pale blue bows shimmered girlishly as she took her seat at the great whist drive to-night."

"I am afraid I am an awfully bad player," she said. Her partner young Mr. W., from Messrs. X's, the great looking young man in evening dress, with a scented handkerchief shining like the sea of hearts against his spotted shirt-front, smiled with gentle malice.

The smile continued all through the dealing of the cards, until, the king of spades having been played, the lady plucked the king of the diamonds from her hand, slapped it on the table, and cried triumphantly, "Snap!"

He never smiled again and the stewards assisted him away.

The whist fever is growing steadily worse. It has spread from York to the neighbouring suburbs. Dinners hurried through, omnibuses chartered, and the family hastens to the exhibition hall.

A CITY IN THE GRIP OF WHISTITIS.

TRAGI-COMEDY OF THE GREAT YORK DRIVE.

A York correspondent wrote last month as follows to a London paper:—

"The lady whose fair, frizzly hair bristled with pale blue bows shimmered girlishly as she took her seat at the great whist drive to-night."

"I am afraid I am an aw



SHIPPING.

**ARRIVALS.**  
CHENAN, British str., 1,350, Brown, 8th Feb.—  
Shanghai 5th Feb., General—Butterfield  
& Swire.  
ESANG, British str., 8th Feb.—Canton.  
GLENGOLIE, British str., 2,399, W. T. Larkins,  
8th Feb.—Singapore 2nd Feb., General—  
Chinese.  
KNIVBERG, German steamer, 646, D. Henk,  
8th Feb.—Hoholow 6th Feb., General—  
Jensen & Co.  
KWONGSANG, British str., 1,428, W. P. Baker,  
8th Feb.—Shanghai 3rd Feb., General—  
Jardine, Matheson & Co.  
MANILA, German str., 1,102, J. Minssen, 7th  
February—Sydney 13th January, General—  
Melchers & Co.  
MISHIMA MARU, Japanese str., 5,270, A. E.  
Moses, 8th Feb.—Shanghai 5th February,  
General—Nippon Yusen Kaisha.  
PATRIA, Portuguese gunboat, 700, Commander  
Jayan Affonso, 8th Feb.—Macao.  
SIGNAL, German str., 940, G. Schlaikier, 7th  
Feb.—Saigon 2nd Feb., Rice—Jensen & Co.  
SUNGKANG, British str., 987, G. H. Penne-  
father, 8th Feb.—Hollo 3rd Feb., Sugar—  
Butterfield & Swire.  
TATIAN, Dutch str., 3,859, P. J. v. Emmerick,  
8th Feb.—Java 31st January, General—  
Java-China-Japan Line.  
TJIPANAS, Dutch str., 2,444, A. W. La Rooy,  
8th Feb.—Batavia 27th Jan., General—  
Java-China-Japan Line.

**CLEARANCES.**  
AT THE HARBOR MASTER'S OFFICE.  
8th February.  
Kwongsang, British str., for Canton.  
Triumph, German str., for Haiphong.

**DEPARTURES.**  
8th February.  
HONGKONG, British str., for Amoy.  
JOHANN, German str., for Swatow.  
LIANGCHOW, British str., for Canton.  
SUNGKANG, British str., for Singapore.  
TAIWAN, British str., for Canton.  
VAN HOORN, Dutch str., for Macao.  
YENOSHI MARU, Japanese str., for Kobe.

**SHIPPING REPORTS.**  
The Brit. str. Kwongsang reports: Moderate  
to fresh N.E. monsoon moderate sea cloudy  
fine weather.  
The British str. Glenogle reports: Fresh  
N.E. gale North of Paracels, thick drizzling  
rains and light fog on approaching Hongkong  
strong monsoon wind N.E. by N.S. of Paracels.

**VESSELS IN DOCK.**  
February 8th.  
ABERDEEN DOCK.—H.M.S. Whiting, Tartar,  
Taihan, Kwong Yuen, H.M.S. Flora, Bangkok,  
Maire de Batou.  
COSMOPOLITAN DOCK.—Haiyang.

**VESSELS ON THE BERTH**  
NAVIGAZIONE GENERALE  
ITALIANA.  
(Florio and Rubattino United Companies).  
STEAM FOR BOMBAY  
VIA SINGAPORE AND PENANG.  
Having connection with Company's Mail  
Steamers to Port Said, Messina,  
NAPLES, LEBRON, and GENOA, also  
VENICE and TRIESTE, all MEDITER-  
RANEAN, ADRIATIC, LEVANTINE and  
SOUTH AMERICAN PORTS up to CALAO.  
(Taking Cargo at through rates to Persian  
Gulf and Bagdad, also BARCELONA,  
VALENZA, ALICANTE, ALMERIA and  
MALAGA.)

**THE Steamship**  
"ISCHIA."  
Captain Belsito, will be despatched as above  
on FRIDAY, the 12th inst., at Noon.  
For further particulars regarding Freight  
and Passage, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 3rd February, 1909. [4]  
THE AMERICAN AND ORIENTAL  
LINE.  
FOR BOSTON AND NEW YORK  
(With Liberty to Call at the Malabar Coast.)

**THE Steamship**  
"HEADLEY."  
will be despatched for the above Ports on  
FRIDAY, the 12th February, 1909.  
For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.  
Hongkong, 15th January, 1909. [198]  
THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

**STEAM FOR STRAITS, CEYLON,  
AUSTRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.**  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

**THE Steamship**  
"BRITANNIA."  
Captain S. Barnum, carrying His  
Majesty's Mail, will be despatched from  
this for Bombay, etc., on SATURDAY, the  
20th February, at Noon, taking passengers  
and cargo for the above ports in connection  
with the Company's s.s. "MOOLTAH," 10,000  
tons, from Colombo, passengers' accommodation  
in which vessel is secured before departure  
from Hongkong.  
Bills and Valuations, all cargo for France and  
Tea for London (under arrangement) will be  
transhipped at Colombo into the mail steamer  
proceeding direct to Marseilles and London,  
other cargo for London, etc., will be conveyed  
via Bombay by the R.M.S. "Egyr" due  
in London on the 2nd April, 1909.  
Parcels will be received at this Office until  
4 p.m. the day before sailing. The contents  
and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 8th February, 1909. [1]  
REGULAR STEAMSHIP SERVICE  
(WITH LIBERTY TO CALL AT MALABAR  
COAST).  
PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK  
S.S. "SUBUGA" About 23rd Febr.  
For Freight and further information, apply to  
DODWELL & Co., Ltd.,  
Agents.  
Hongkong, 28th January, 1909. [1712]

VESSLS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP via SINGAPORE, &c.	NYANZA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	To-morrow, at 10 A.M.
LONDON &c. via USUAL PORTS OF CALL.	BRITANNIA	Brit. str.	—	S. Barham	P. & O. S. N. Co.	On 20th inst., at Noon.
BREMEN & HAMBURG via STRAITS, &c.	ANDALUSIA	Ger. str.	k.w.	Hesse	HAMBURG-AMERICA LINE	On 26th inst.
BOTTERDAM & HAMBURG via STRAITS, &c.	WESTPHALIA	Ger. str.	k.w.	Peter	HAMBURG-AMERICA LINE	On 5th March.
HAVEE & HAMBURG via STRAITS, &c.	SAKONIA	Ger. str.	k.w.	Babel	HAMBURG-AMERICA LINE	On 28th inst.
MARSEILLES, &c. via PORTS OF CALL.	POLYNESIA	Fr. str.	—	Broc	MESSAGERIES MARITIMES	On 5th March.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	SANUKI MARU	Jap. str.	—	R. Homma	NIPPON YUSEN KAISHA	On 16th inst., at 1 P.M.
MARSEILLES, HAVRE & COPENHAGEN	YEDDO	Dan. str.	—	—	MELCHERS & Co.	On 17th inst., at D'light
MARSEILLES, LONDON & ANTWERP	MONTGOMERYSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 20th inst.
MARSEILLES & HAMBURG via STRAITS, &c.	CONSTANTIA	10 Ger. str.	k.w.	Habel	HAMBURG-AMERICA LINE	About 23rd inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AWA MARU	Jap. str.	—	A. Keith	NIPPON YUSEN KAISHA	On 28th inst.
MARSEILLES & LONDON via BOMBAY	MACEDONIA	Brit. str.	—	C. D. Bennett, R.N.	P. & O. S. N. Co.	On 3rd March, at D'light.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	MISHIMA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 20th March.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	PRINCESS ALICE	Ger. str.	—	P. Grosch	MELCHERS & Co.	About 10th inst.
TRIESTE, &c. via SINGAPORE, &c.	LUTZOW	Ger. str.	—	C. Dewers	MELCHERS & Co.	On 10th March.
NEW YORK	SUEBIA	Brit. str.	—	Radonich	SANDER, WIELER & Co.	To-morrow, at Noon.
BOSTON & NEW YORK	HEADLEY	Brit. str.	—	—	DODWELL & Co., Ltd.	On 25th inst.
YANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	ARNHOLD, KARBURG & Co.	About 23rd inst.
YANCOUVER via SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 13th inst., at 7 A.M.
VICTORIA, B.C. & TACOMA via JAPAN.	SUEBIA	Brit. str.	—	W. Shotton	DODWELL & Co., Ltd.	On 13th inst., at 5 P.M.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	IYO MARU	Jap. str.	—	S. J. G. Person	NIPPON YUSEN KAISHA	On 16th inst., at Noon.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KAGA MARU	Jap. str.	—	G. S. Laprak	NIPPON YUSEN KAISHA	On 2nd March, at Noon.
AUSTRALIAN PORTS via MANILA	MANILA	Ger. str.	—	J. Minssen	MELCHERS & Co.	On 25th inst., at 5 P.M.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 19th inst., at Noon.
AUSTRALIAN PORTS via MANILA	TAIYUAN	Brit. str.	—	L. Dawson	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	1 m.	N. Yagi	NIPPON YUSEN KAISHA	On 19th March, at Noon.
KOBE & YOKOHAMA	CHANGSHA	Brit. str.	—	G. W. Eddy	BUTTERFIELD & SWIRE	On 8th April, at 4 P.M.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	E. E. Cope	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	B. E. Swan	NIPPON YUSEN KAISHA	On 17th inst., at Noon.
JAPAN	THYDOR	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
Tsingtau, Weihaiwei, Chefoo & DALNY	HANYANG	Brit. str.	1 m.	H. Trowbridge	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	ESANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SHANGHAI, YOKOHAMA & KOBE	DARTMOUTH	Ger. str.	s.w.	—	HAMBURG-AMERICA LINE	On 11th inst.
SHANGHAI, YOKOHAMA & KOBE	CATNEY	Dan. str.	—	—	MELCHERS & Co.	To-morrow.
SHANGHAI, YOKOHAMA & KOBE	WOBANG	Brit. str.	—	A. A. Campbell	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at Noon.
SHANGHAI, YOKOHAMA & KOBE	CHENAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINCESS ALICE	Ger. str.	1 m.	P. Grosch	MELCHERS & Co.	About 11th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KWONGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PALAWAN	Brit. str.	—	C. R. Longden, R.N.	P. & O. S. N. Co.	About 13th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TOURANE	Jap. str.	—	Lancolin	MESSAGERIES MARITIMES	About 15th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	OSAKA SHOEN KAISHA	Ger. str.	k.w.	P. E. Ruge	OSAKA SHOEN KAISHA	On 11th inst., at 8 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DELTA	Brit. str.	—	Kotaka	HAMBURG-AMERICA LINE	On 17th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TAKASAKI MARU	Jap. str.	—	B. W. H. Snow	P. & O. S. N. Co.	About 19th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KUTSUKU	Brit. str.	—	A. Mooker	NIPPON YUSEN KAISHA	On 25th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	OSAKA SHOEN KAISHA	Jap. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 2nd March, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	OSAKA SHOEN KAISHA	Jap. str.	—	Ijichi	OSAKA SHOEN KAISHA	On 17th inst., at 8 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	OSAKA SHOEN KAISHA	Jap. str.	—	H. Murayama	OSAKA SHOEN KAISHA	On 14th inst., at 9 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHAOHONG	Brit. str.	1 m.	Robertson	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TJIPANAS	Dut. str.	—	Pand r.	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	HAITAN	Brit. str.	2 h	J. S. Rosch	DOUGLAS LAFRAIR & Co.	To-day, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SINGAN	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	On 11th inst., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YUNNANG	Brit. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZAFIRO	Brit. str.	—	F. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TAMING	Brit. str.	—	E. Rodger	BUTTERFIELD & SWIRE	On 13th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	1 m.	A. Somerville	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	RUBI	Brit. str.	—	H. W. Almond	SHAWAN, TOMES & Co.	On 20th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SUNGKANG	Brit. str.	1 m.	G. H. Pennefather	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BORNEO	Ger. str.	—	F. Semblil	MELCHERS & Co.	Beginning of March.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ISOLIA	Ital. str.	—	Bolista	CARLOWITZ & Co.	On 12th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	—	T. Arakawa	NIPPON YUSEN KAISHA	On 19th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	FOOKSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	THILATAP	Dut. str.	—	P. J. van Emmerick	JAVA-CHINA-JAPAN LINE	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STREAMERS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"LUTZOW" Capt. C. DEWEES	Wed'day, 10th Febr., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINCESS ALICE" Capt. P. GROSCH	About Thursday, 11th February.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. H. MINNSEN	Thursday, 25th Febr., at 5 P.M.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBIL	Beginning of March.

For further Particulars, apply to  
**NORDDEUTSCHER LLOYD,  
MELOCHERS & Co.,  
GENERAL AGENTS HONGKONG & CHINA.**  
Hongkong, 8th February, 1909. 5

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the  
United States of America and Canada and also for the Principal Ports in Mexico  
and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
**VICTORIA, B.C., SEATTLE & TACOMA**  
VIA  
**MOJI, KOBE AND YOKOHAMA.**

Steamer.	Tons.	Captain.	Sailing Date.
SUEBIC	5,232	W. Shotton	On 13th Febr., 5 P.M.
GYMERIC	4,002	J. C. A. Hall	On 11th March.
KUMERIC	6,232	F. S. Cowley	On 8th April.
INVERIC	4,799	E. J. Howie	On 6th May.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.  
**PARCEL EXPRESS TO THE UNITED STATES & CANADA.**

For further information apply to  
**DODWELL & CO., LIMITED,  
GENERAL AGENTS.**  
Queen's Buildings. 8  
Hongkong, 9th February, 1909.

MESSAGERIES MARITIMES

**FRENCH MAIL LINES.**  
FORTNIGHTLY SERVICE TO AND FROM EUROPE  
VIA SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA  
SHANGHAI.

FOR	STREAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Lancolin	About 15th Febr.
MARSEILLES via PORTS	"POLYNESIE" Capt. Broc	On 16th Febr., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"NERA" Capt. X.	On 1st March, P.M.
MARSEILLES via PORTS	"SALAZIE" Capt. Magnen	On 2nd March, 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta,  
Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.  
Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway  
from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles.  
For Further Particulars, apply to  
**P. DE CHAMPBORIN, AGENT,**  
Hongkong, 9th February, 1909. Queen's Building. 2

CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

**LUXURY—SPEED—PUNCTUALITY.**  
THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days  
Across the Pacific is the "EMPERESS LINE," Sailing 5 to 10 days' Ocean Travel,  
12 DAYS YOKOHAMA to VANCOUVER,  
21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)	ARRIVE VANCOUVER.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons SATURDAY, 13th Febr.	5th March
"MONTEAGLE"	6,163 Tons TUESDAY, 2nd March	26th March
"EMPERESS OF INDIA"	6,000 Tons SATURDAY, 13th March	2nd April
"EMPERESS OF JAPAN"	6,000 Tons SATURDAY, 10th April	30th April
"EMPERESS OF CHINA"	6,000 Tons SATURDAY, 1st May	22nd May
"MONTEAGLE"	6,163 Tons TUESDAY, 11th May	4th June

"EMPERESS" Steamships will depart from HONGKONG at 7 A.M.  
S.S. "MONTEAGLE" at 12 Noon.  
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE,  
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail  
Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships,  
14,500 tons, register, thus providing a comfortable and speedy through route to Europe.  
Hongkong to London, 1st Class (via Canadian Atlantic Ports or New York) £71.10  
(Intermediate on Steamers) " " £40 " " £42.  
1st Class rate to London includes cost of Meals and Berth in Sleeping Car while  
crossing the American Continent by Canadian Pacific direct Line.  
R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates  
affording superior accommodation for that class.  
Passengers Booked through to all points and AROUND THE WORLD.  
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members  
of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the  
Service of China and Japan Governments.  
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage,  
apply to  
**D. W. CRADDOCK, General Traffic Agent for China,**  
Corner Pedder Street and Fraya, opposite Blake Pier. 7

VESSELS ON THE BERTH

FOR MARSEILLES, LONDON AND  
ANTWERP.

Taking cargo on through Bills of Lading to all  
Ports in the United Kingdom and  
the Continent.

**THE Steamship**  
"MONTGOMERYSHIRE,"  
will be despatched as above on or about the  
23rd February.  
For Freight, &c., apply to—  
**JARDINE, MATHESON & Co., Ltd.,  
Agents.**  
Hongkong, 4th February, 1909. [249]



**AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.**

**STEAM FOR**  
FIUME AND TRIESTE (DIRECT).  
Calling at SINGAPORE, PENANG,  
COLOMBO, BOMBAY, KARACHI,  
ADEN, SUEZ and PORT SAID.  
(Taking Cargo at through rates to the BRAZIL  
to PERSIAN GULF, RED SEA, BLACK SEA,  
LEVANT, VENICE and ADRIATIC  
PORTS).  
**THE Company's Steamship**  
"SILESIA,"  
Capt. Radonich will be despatched as above  
on THURSDAY, the 25th February, 1909.  
This Steamer has capital accommodation for  
passengers, electric light and carries a doctor  
and stewards.  
For information as to Passage and Freight,  
apply to  
**SANDER, WIELER & Co.,  
Agents.**  
Princes Buildings.  
Hongkong, 26th January, 1909. [3]

**NATAL LINE OF STEAMERS.**  
The undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA in connection with INDO-  
CHINA STEAM NAVIGATION Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.  
For Freight and further particulars,  
apply to  
**DODWELL & CO., LIMITED.**  
General Agents for China and Japan.  
Hongkong, 4th August, 1898. [9]

MITSU BISHI GOSHI KAISHA.

**(MITSU BISHI CO.)  
COAL DEPARTMENT.**  
SOLE PROPRIETORS OF TAKASIMA  
OCHI, HOJO, NAMAZUTA, SAYO,  
SHINNEW and KAMIYAMADA, Collieries.  
SOLE AGENTS FOR KISHIDAKE,  
MIYAO and KIGYO KOMATSU Coals.  
Special attention is invited to the fact that,  
MUTABE, the well known coal mine, near  
Kobe, has lately been taken over by the  
Company, and is now being worked on a  
larger scale.  
**HEAD OFFICE: MARUNOUCHI,  
TOKYO.**  
**BRANCH OFFICES: NAGASAKI,  
MOJI, KARATSU, WAKAMATSU,  
KOBE, OSAKA, SHANGHAI,  
HONGKONG, HANKOW.**  
Cable addresses for above, "TWASAKI"  
Codes, AI, ABC 5th Ed., Western Union.

**AGENCIES:—**  
YOKOHAMA: M. ABADA, Esq.  
CHINKIANG: Messrs. GEARING & Co.  
MANILA: Messrs. MACDONALD & Co.  
For Particulars apply to  
**H. OISHI, Manager,**  
No. 2, Pedder Street, Hongkong.  
Hongkong, 9th January, 1909. [716]

**Cutler, Palmer & Co.'s**  
**SPECIAL BLEND WHISKY.**  
**SPECIAL BLEND WHISKY.**  
SHIPPERS  
**Cutler, Palmer & Co., London**  
AGENTS  
**SIEMSEN & CO.,  
HONGKONG.**  
53  
NOW ON SALE.  
**MAIL TABLES**  
FOR 1909.

Shows the dates of departure of the Mails  
to Europe and America, and the dates of their  
expected arrival at their destinations, as well as  
the dates of return Mails.  
Mounted on Card 30 Cents.  
On Paper 20  
On Sale at the Hongkong Daily Press  
Office.  
Hongkong, 20th January, 1909.



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, ANG, COLOMBO Port	NYANZA Capt. H. S. Bradshaw	10 A.M., 10th Febr.	Freight and Passage.
SHANGHAI, NAGASAKI, PALAWAN Mori, Kobe and YOKOHAMA	DELTA Capt. C. R. Longden, R.N.R.	About 13th Febr.	Freight and Passage.
SHANGHAI	DELTA Capt. B. W. H. Snow	About 19th Febr.	Freight and Passage.
LONDON, via USUAL PORTS or CALL	BRITANNIA Capt. S. Barcham	Noon, 20th Febr.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 9th February, 1909.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 9th Febr., 3 P.M.
TSINGTAU, WEIHAIWEI, CHEFOO and DALNY	"HANYANG"	On 9th Febr., 4 P.M.
AMOI and SHANGHAI	"SHAOSHING"	On 9th Febr., 4 P.M.
PAKHAI and HAIPHONG	"SINGAN"	On 11th Febr., 10 A.M.
SHANGHAI	"CHENAN"	On 11th Febr., 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 12th Febr., 4 P.M.
MANILA	"TAMING"	On 16th Febr., 3 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 26th Febr., 4 P.M.
MANILA, ZAMBOANGA and AUSTRALIA	"CHANGSHA"	On 9th April, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage apply to—  
Hongkong, 9th February, 1909.BUTTERFIELD & SWIRE,  
AGENTS

# DOUGLAS STEAMSHIP CO., LIMITED.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN"	SWATOW, AMOI & TUESDAY, 9th Febr., Capt. J. S. Rouch } FOOCHOW.	at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE-PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 8th February, 1909.

[10]

# USA KA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* SHANGHAI via SWATOW, "CHOSHUN MARU"	Capt. T. SERUGA	THURSDAY, 11th Febr., at 8 A.M.
* AMOI & FOOCHOW		
* TAMSUI via SWATOW, "JOSHIN MARU"	Capt. H. MURAYAMA	SUNDAY, 14th Febr., at 8 A.M.
* AMOI		
* ANPING via SWATOW, "SHOSHU MARU"	Capt. IJICHI	WED'DAY, 17th Febr., at 8 A.M.
* AMOI		

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidsips. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 9th February, 1909.

T. ARIMA, Manager

[13]

# INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
* SHANGHAI	"ESANG"	Tuesday, 9th Febr., Noon.
* SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Thursday, 11th Febr., Noon.
* SHANGHAI	"WOSANG"	Friday, 12th Febr., Noon.
* SHANGHAI	"KWONGSANG"	Friday, 12th Febr., 4 P.M.
* MANILA	"KWONGSANG"	Friday, 12th Febr., 4 P.M.
* MANILA	"LOONGSANG"	Friday, 19th Febr., 4 P.M.
* SHANGHAI, YOKOHAMA, KORE & MOI	"KUTSANG"	Tuesday, 2nd March, Noon.

## RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin &amp; Newchwang.

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

Hongkong, 9th February, 1909.

[16]

# NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—  
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,  
COLOMBO, SUEZ AND PORT SAID.

THE Co.'s NEWLY BUILT 9300 TONS PASSENGER STEAMERS, WILL BE DESPATCHED  
FROM HONGKONG AS FOLLOWS:

MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 10th Feb.
ATSUTA MARU	(Capt. W. THOMPSON)	About Wed. 7th April.
MIYASAKI MARU	(Capt. W. BAINBRIDGE)	About Wed. 5th May.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 3rd February, 1909.

[93]



# NIPPON YUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID	SANUKI MARU Capt. K. Homma	6112	WED'DAY, 17th Febr., at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOI, KOBÉ, YOKOHAMA, and YOKOHAMA	YAWATA MARU Capt. S. J. G. Parsons	6309	WED'DAY, 3rd March, at Daylight
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	YAWATA MARU Capt. T. Sekine	6301	TUESDAY, 16th Febr., at Noon
NAGASAKI, KOBÉ and YOKOHAMA	NIKKO MARU Capt. M. Yagi	5539	TUESDAY, 2nd March, at Noon
BOMBAY via SINGAPORE and COLOMBO	KAGASHIMA MARU Capt. T. Sekine	5539	FRIDAY, 19th Febr., at Noon
KOBÉ and YOKOHAMA	HITACHI MARU Capt. F. E. Cope	4687	WED'DAY, 17th Febr., at Noon
SHANGHAI, MOI, and KOBÉ	TAKASAKI MARU Capt. A. Mooker	6715	FRIDAY, 19th Febr., at Daylight
		4370	THURSDAY, 25th Febr., at Daylight

\* Omitting Yokkaichi.  
† Fitted with Marconi's System of Wireless Telegraphy.  
‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 9th February, 1909.

T. KUSUMOTO,  
MANAGER.

[15]

# HAMBURG-AMERIKA LINIE

## HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING CARGO at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBÉ: S.S. DORFUMUND ... 11th Febr. S.S. SPEZIA ... 18th Febr. S.S. JLEIRIA ... 18th Febr. S.S. AMBRIA ... 28th Febr. S.S. LIBERIA ... 11th March S.S. VANDALLA ... 19th March S.S. SILEBIA ... 30th March	FOR BREMEN & HAMBURG: S.S. ANDALUSIA ... 25th Febr. FOR HAVRE & HAMBURG: S.S. SLAVONIA ... 28th Febr. FOR MARSEILLES & HAMBURG: S.S. CONSTANTIA ... 28th Febr. FOR BREMEN & HAMBURG: S.S. WESTPHALIA ... 5th March FOR HAVRE & HAMBURG: S.S. SAXONIA ... 5th March

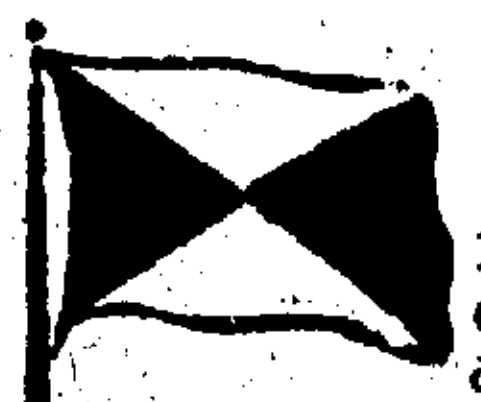
Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 9th February, 1909.

Hongkong Office.

[12]



# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidsips. Electric Light. Perfect  
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-  
date arrangements for comfort of Passengers.

## CHINA AND MANILLA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Redger	Manila	On 13th Febr., Noon.
RUBI	2540	R. W. Almond	Manila	On 20th Febr., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

Hongkong, 8th February, 1909.

[14-174]

# EAST ASIATIC CO., LD.

## COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

# RUSSIAN EAST ASIATIC CO., LD.

## ST. PETERSBURG & VLADIVOSTOK

# SWEDISH EAST ASIATIC CO., LD.

## GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG.

### SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBÉ	"CATHAY"	On 10th February.
MARSEILLES, HAVRE and COPENHAGEN	"YEDDO"	On 20th February.

For Further Particulars apply to

MELCHERS &amp; CO.,

Hongkong, 5th February, 1909.

AGENTS.

[6]

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COY.

## S.S. "MACEDONIA."

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON  
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 20th, 1909, STAYING  
AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES	APRIL 17TH.
LONDON	APRIL 24TH.

FARES TO LONDON:—

1st SALOON	£71.10	SINGLE	£106.14	RETURN.
2nd	£48.8		£72.12	

For further Particulars apply to—

E. A. HEWETT,  
SUPERINTENDENT.  
[1500]

Hongkong 1st January, 1909.

## PASSENGER SEASON 1909.

## IN 25 DAYS TO ITALY

BY THE

## MAGNIFICENT N.D.L. LINERS:

TONS REG.

"PRINCESS ALICE"	10,911	ON MARCH 10TH.
Capt. P. GROSCH.		
"KLEIST"	9,000	ON MARCH 24TH.
Capt. R. MEYER.		
"PRINZ LUDWIG"	9,630	ON APRIL 7TH.
Capt. F. V. BINZER.		

CALLING AT NAPLES; GENOA; ALGIERS; GIBRALTAR AND SOUTHAMPTON  
TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELCHERS & Co.,  
GENERAL AGENTS.

Hongkong, 5th February, 1909.

[92]

# SOUTH MANCHURIA RAILWAY CO.

## SHORTEST AND QUICKEST ROUTE BETWEEN CHINA AND EUROPE VIA DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwanhsung), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

## BRANCH RAILWAY LINES.

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.  
YINGKOU LINE—For Yingkou (Newchang), 3 hours from Tschelichow Junction.  
FUSHUN LINE—For the famous Fushun Collieries from Suchinfan Junction.  
ANTUNG-HAIEN LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KORE MARU" (287 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add: "YAMATO").  
At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENGZU), all managed by the Company and provided with every convenience, luxury, and comfort.

TICKETS AGENTS in the FAR EAST and EUROPE: Messrs. THOS. COOK & SON and the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.

FUSHUN COLLIERIES—Fushun Steam Coal is supplied at Dairen, Yingkou, &amp;c.

Fresh stock always on hand.  
SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.  
Tel. Add: "MANTSU." Codes: A.B.C., 5th Ed., A.I. and Licher's.

[137]

# THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.

Head Office for the Far East:—  
15, DES VOGES ROAD,  
HONGKONG.

Japan Office:  
14, WATER STREET,  
YOKOHAMA.

## "HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST ... .. \$10.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. LLOYD, with Maps and Illus. \$1.90
"Do. Do. Small Edition 6.00	HONGKONG WEEKLY PRESS, half yearly vol. bound ... .. 7.50
CHILDREN OF FAR CATHAY: a Social and Political Novel, by C. J. Halcombe ... .. 3.50	FIFTY YEARS ANGLO-CHINESE CALENDAR, 1864 to 1913 ... .. 2.00
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891 ... .. 1.00	RATES OF EXCHANGE AT HONGKONG English Mail days 1874 to 1907 ... .. 2.00
THE HONGKONG TYPHOON, Sept. 1884, 1885, Illustrated Account ... .. 0.50	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1883 to 1905 ... .. 1.00
TEMPORARY MINING REGULATIONS IN CHINA ... .. 0.50	CALLED OUT: or the Cheng Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe ... .. 2.00
HONGKONG HANSAID REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually ... .. 4.00	SKETCH OF THE WEST RIVER PLAN OF VICTORIA ... .. 0.25
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column ... .. 1.00	" " KOWLOON ... .. 0.75
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh ... .. 1.00	" " PEAK ... .. 0.75
POLITICAL OBSTACLES TO MIS- SIONARY SUCCESS IN CHINA ... .. 0.25	" " NEW TERRITORY ... .. 0.75
TRADE MARK REGULATIONS IN CHINA ... .. 0.25	" " CANTON ... .. 0.50
	POWER OF ATTORNEY FORM ... .. 5.20
	MAIL TABLES for 1909 ... .. 0.80 & 0.20



